PROCEEDINGS

OF THE

RAILWAY CONFERENCE

OF

1900.



SIMLA:
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RAILWAY CONFERENCE, 1900.

Proceedings of the Conference of railway delegates assembled at Simla, on Monday, the 10th September 1900, under the orders of the Government of India.

Monday, the 10th September 1900, 12 noon.

The following were present:—

PRESIDENT:

A. BRERETON, ESQ., *Director of Railway Traffic.*

MEMBERS:

LIEUT.-COL. G. F. WILSON, R.E., *Manager, Oudh and Rohilkhand railway.*

W. B. WRIGHT, ESQ., *General Traffic Manager, Indian Midland railway.*

W. A. DRING, ESQ., *General Traffic Manager, East Indian railway.*

LIEUT.-COL. H. D. OLIVIER, R.E., *Agent, Bombay, Baroda and Central India railway.*

A. IZAT, ESQ., C.I.E., *Agent and Chief Engineer, Bengal and North-Western and Rohilkund and Kumaon railways, and delegate also for the Bengal Dooars railway.*

A. MUIRHEAD, ESQ., *General Traffic Manager, Great Indian Peninsula railway.*

J. LIGHTFOOT, ESQ., *Officiating Manager, Eastern Bengal State railway.*

A. E. P. GRAVES, ESQ., *Traffic Manager, Bengal-Nagpur railway.*

W. H. SPALDING, ESQ., *Acting Agent, South Indian railway.*

W. DREW, ESQ., *Officiating Manager, East Coast railway.*

E. F. JACOB, ESQ., C.I.E., *Officiating Manager, North Western railway.*

LIEUT.-COL. J. BURN MURDOCH, R.E., *Agent, Southern Mahratta railway.*

J. STUART, ESQ., *Traffic Manager, Assam-Bengal railway.*

E. H. DWANE, ESQ., *Chief Accountant and Auditor, His Highness the Nizam's Guaranteed State railway.*

F. DUNSTERVILLE, ESQ., *Chief Auditor, Madras railway.*

SECRETARY:

CAPTAIN W. J. MCELHINNY, R.E.

The following officers also attended the meeting:—

F. B. HEBBERT, ESQ., *Consulting Engineer to the Government of India for Railways, Lucknow.*

J. M. WRENCH, ESQ., *Acting Agent, Indian Midland railway.*

D. ff. POWELL, ESQ., *Acting General Traffic Manager, Bombay, Baroda and Central India railway.*

A. W. U. POPE, ESQ., *Traffic Superintendent, Oudh and Rohilkhand railway.*

R. BAGNALL, ESQ., *Acting Traffic Manager, Bengal and North-Western railway.*

The President, in opening the proceedings, spoke as follows:—

The efforts of the last meeting of this Conference were mainly directed towards—

(*a*) framing rules with a view to making the Conference Regulations binding on railway administrations, parties to the Conference;

(*b*) revision of the Conference Regulations of 1893.

2. The recommendations of the Conference on (*a*) were embodied in Resolutions 51 and 79 to 81. These have been accepted by the Government of India on behalf of State lines worked by Government and by the Boards of almost all the railways represented at the Conference. The East Indian Railway Board, however, have declined to adopt Resolution 51 on the ground that under the existing scale of voting powers the interests of lines of greatest open mileage and carrying the highest traffic are not adequately represented. The views of the Board of the Assam-Bengal railway and the Darjeeling-Himalayan railway have not yet been communicated.

3. This representation of the East Indian Railway Board necessitates the question of the voting powers allotted to railways being taken up for consideration at once before proceeding with any other business.

The first thing to be done therefore will be to consider any resolution that may be put forward for the revision of the existing scale of voting powers.

The existing scale is that passed under Resolution No. 5 of last year's Conference, and as this meeting is only the re-assembling of that Conference, those voting powers will continue in force and be exercised in connection with the first question to be put to the meeting.

After this question has been settled, it is for the delegates to consider Resolution 51 of last year's Conference with the view of making the Conference Regulations passed during the present meeting binding on all railways, and also to consider what penalty, if any, should be attached to a breach of the Regulations by any railway, party to the Conference.

I am of opinion that the Conference rules should be binding on all railways, parties to the Conference, otherwise I see no necessity in continuing the Conference on the present lines; and if the majority of the delegates agree to this, as was done last year, this is the first resolution after the settlement of the voting powers question which should be put to the meeting.

If the majority decide against making the Conference Regulations binding, it will, I think, be wise to dissolve the Conference altogether. It will then be open to the delegates to convene a fresh Conference, electing their own President and Secretary and proceed to consider the subjects on the agenda or to take any further action which they may consider desirable. Should a dissolution of the Conference be decided upon, any further action must be taken by the representatives of railway companies themselves. The Managers of State worked railways will act independently as representatives of their own lines on behalf of Government.

It will not be out of place to here draw your attention to a proposal* sent up by the Manager, Oudh and Rohilkhand railway, to establish a permanent Railway Conference office with a paid Secretary, independent of Government, with a view to more frequent meetings, at any centre which may be considered convenient to yourselves from time to time, of the Standing Committee under a President, to be elected by the members.

* Question No. 29.

This question is also touched upon by Mr. Lightfoot in his able note† on the desirability of establishing a Railway Clearing House in India and is, I think, worthy of very serious consideration.

† Supplementary paper No. 7 (Appendix L).

The number of references made during the past year regarding the regulations which had only been in force a few months points to the desirability

of there being a special Conference office and staff, independent of Government, who will be able to devote their whole time to Conference work.

It will also be observed that in nearly all cases, owing to the members being aware that a meeting would be held in September, there was a general request that the questions referred should be held over for discussion at this meeting.

This points to the nec [illegible] establishment of a special [illegible] every year if desired, wher [illegible] meeting for another three y [illegible] ngth of line or in any other [illegible], I think, be considered a very expensive luxury, and will no doubt greatly facilitate the disposal of the many references constantly being sent up to head-quarters.

If the present meeting is to be continued on the old lines, it is for your consideration whether the proposal mentioned above should be introduced for the future. I may here state that a certain amount of misapprehension appears to [illegible]sing [illegible] only [illegible]. It [illegible]ient, but voted quite independent of each other in the interests of their own lines, and the only part Government has taken in the Conference is to accept the decision of the majority of the delegates.

Under these circumstances there is no reason to suppose that Government would oppose the proposal mentioned above for a Conference independent of it.

4. The principal feature of the changes introduced in the Regulations of [illegible] of payments for the [illegible]ileage and demurrage, [illegible]hange of rolling-stock. This change has since been objected to by the Bengal and North-Western and Rohilkund and Kumaon railways who urge that the new rules (13 to 16) do not give a fair value for the use of stock running on foreign railways and the lines owning the stock greatly suffer in consequence. They accordingly desire—*vide* Question No. 16—that the old method of calculation by mileage and demurrage should be reverted to. This proposal is for decision at this Conference.

5. Apart from the alterations necessitated by the adoption of a time basis for calculating hire on foreign stock, the regulations which were modified last year were chiefly the following:—

Regulation 19 regarding detention of traffic and stock owing to accidents, congestion, etc.

Regulation 27 regarding routing of traffic.

Regulation 30 regarding fixing of rate by the railway having the entire command of route.

Regulation 32 regarding advices of changes of rates, fares, etc.

Regulation 35 regarding apportionment of claims on through goods traffic.

Regulation 37 regarding procedure to be adopted when passengers are found to travel by other than the booked route.

Regulation 53 (*d*) regarding charges for luggage and parcels.

Regulation 54 (*d*) regarding charges for bicycles and tricycles.

Of these, proposals have been put forward for the reconsideration of Regulations 32, 35, 37 and 54 (*d*). It may, therefore, be presumed that the other regulations noted above have worked satisfactorily.

6. The regulations which were classed as binding at the last Conference are Nos. 1 to 39, 42 to 45, 53 (*a*), (*b*), (*f*) to (*g*) and 60. It will, however, be noticed that the agenda contain proposals in connection with Regulations 3, 7, 11, 13 to 16, 20, 21, 28, 31, 32, 35 and 37. The rest of the regulations noted above may, therefore, be considered as binding in terms of Resolution 51. If, however, the proposal put forward by the Bengal and North-Western and Rohilkund and Kumaon railways (Question No. 16) is accepted, all regulations on the subject of interchange of rolling-stock will require modification.

7. An abstract of cases referred to the Standing Committee of the Conference under clause (*d*) of Resolution 51 will be found in appendix A. Most of these have, as already stated, been held over for decision at this Conference.

8. It will be remembered that last year considerable time was taken up at the beginning of the meeting in discussing several questions which eventually had to be referred to sub-committees for investigation and submission to the full Conference, and therefore if the decision on the questions raised above is in favour of this meeting continuing its business, it will, I think, save time if we proceed at once to form three sub-committees to investigate the various subjects mentioned in the agenda. These subjects have been allotted to sub-committees* in a manner that permits *as much as possible* of questions of a like nature being dealt with by one sub-committee.

* *Vide* appendix G, page x.

This is, however, only a suggestion to indicate how the work of the Conference might be sub-divided, and there will be no objection if you wish to allot the questions in any other way.

It may sometimes happen that a delegate, who is interested in a particular question, may not be told off to serve on the sub-committee to deal with that question. This might be met by two or more of the sub-committees combining for the discussion of certain important subjects, or no doubt the meetings of the various sub-committees could be so arranged as to admit of the attendance of members of other sub-committees in a case like the above, should they desire to do so.

It is desirable that sub-committees should begin work to-morrow and continue daily until Wednesday, 19th instant, when there will be a full Conference at 11 A.M. for the discussion of such questions as are ready for final decision.

9. The Government of India representative shall, as heretofore, be President of this meeting, and it is proposed to conduct the business in the same manner as that adopted at previous Traffic Conferences.

The rules for the conduct of business shall be as follows:—

(1) To consider the subjects noted in the accompanying lists† and any other subject which may be proposed, and to frame rules in cases in which they are needed.

† *Vide* appendices C and F, pages v and vi and ix, respectively.

(2) The Committee shall consist of a President appointed by the Government of India, one officer appointed by each railway administration working a line in India, and a Secretary to the Conference, to be nominated by the Government of India.

(3) The President shall direct the proceedings and will only vote in case of an equal division when he will have a casting vote. His decision as to whether questions, other than those previously circulated by him, may be put forward for discussion shall be considered as final. The voting power of each delegate will be determined with reference to the importance of the railway he represents.

(4) Railway officers other than delegates attending the meeting shall also be eligible to serve on any of the sub-committees. The proceedings of sub-committees shall have no force until confirmed by a full Conference or quorum.

(5) Two-thirds of the members of the Conference, including the President, shall form a quorum.

(6) The hours of business shall be from 11 o'clock till 16 o'clock daily, Saturdays and Sundays excepted.

Mr. Dring, after the President had spoken, said that in paragraph 2 of the President's remarks, [illegible] declined to accept the [illegible] to let the Conference [illegible] read extracts from East Indian Railway Board's letter No. 21 of 9th February 1900, in which it had been pointed out that excessive voting powers had been given to the smaller lines in such a way that two or three of them with small mileage open, and carrying a nominal traffic, could outvote the East Indian or any other important line. As a matter of fact, the East Indian railway was now working to every Conference Regulation passed at the last Conference, except 53 (*h*), and their Board had distinctly stated that the [illegible] able the attainment of the objects of Resolution 5 [illegible] Conference Regulations should be binding. Th [illegible] essential preliminary to the acceptance of the Regulation that it should be passed under a satisfactory franchise. Mr. Dring maintained that the East Indian railway had not declined to be bound by the Conference Regulations, and should not be considered in any way as mutinous or desirous of withdrawing from the Conference. The withdrawal of any important railway would result in chaos.

As regards the rules being considered binding, he held that in their actual working they had been loyally adhered to, and that no railway could afford to stand outside the Conference. The few cases of breach of rules during the last twenty years formed a subject for congratulation.

Lieutenant-Colonel Burn Murdoch, in replying to the latter part of Mr. Dring's remarks, pointed out that railways had not always worked so loyally as stated and quoted two cases where Conference Rules had been broken. In the first of these the administration of a certain line stated at an official meeting that in cases of competition they would not be bound by a certain rule duly accepted by them The statement was accentuated by the Traffic Manager of the line pointing out that they could break the rule with impunity, no penalty clause being attached to it. The second and more recent case was that of the Madras railway printed as No. 3 in appendix A.

Mr. Dunsterville asked the members of the Conference to understand that the Madras Railway Company did not admit that they had in any way broken a Conference Rule, and that in the particular case referred to, the Agent and Manager of the Madras railway had asked for a fresh reference to the Standing Committee for the reasons set forth in his letter of the 10th September 1900 and its enclosures.

The following papers were then laid before the Conference :—

(1) Abstract of cases referred to the Standing Committee of the Conference under clause (*d*) of Resolution 51 of the Railway Conference of 1899 and decisions recorded thereon (*vide* appendix A).

(2) Letter No. 55, dated the 21st June 1900, from the Secretary, Railway Conference, to Agents and Managers of railways (*vide* appendix B).

(3) Letter No. 99, dated the 27th August 1900, from the Secretary, Railway Conference, to Agents and Managers of railways (*vide* appendix C).

(4) Letter No. G.-2794, dated the 21st August 1900, from the General Manager and Chief Engineer, Darjeeling-Himalayan railway, to the Secretary, Railway Conference (*vide* appendix D).

(5) Letter No. 2101, dated the 26th August 1900, from the Acting Agent, Barsi Light railway, to the Secretary, Railway Conference (*vide* appendix D).

(6) Letter, dated 29th August 190 [illegible] C.I.E., Agent and Chief Engineer, [illegible] railway to vote on behalf of the Bengal [illegible] D).

(7) List of delegates (*vide* appendix E).

(8) List of supplementary papers circulated for consideration at the Railway Conference of 1900 (*vide* appendix F).

(9) Statement showing the questions proposed to be referred to the various sub-committees for consideration (*vide* appendix G).

Resolved that the foregoing papers be recorded.

The Conference next proceeded to consider Question No. 1 (Scale of voting powers).

Proposed by Mr. W. A. Dring, seconded by Lieutenant-Colonel H. D. Olivier, R.E. :—

That the scale of voting powers, printed in appendix L of the Conference Proceedings of 1899, be adopted with the following revisions, on the basis of the traffic of 1899 :—

From 250 to	400	million	freight	ton-miles		7	votes.
Above 400 „	600	„	„	„	„	8	„
„ 600 „	800	„	„	„	„	9	„
„ 800 „	1,000	„	„	„	„	10	„
„ 1,000 „	1,500	„	„	„	„	11	„
„ 1,500		„	„	„	„	12	„

Where under the scale adopted, an increased voting power is due to any railway on the current or a subsequent year's traffic or mileage open, the increased voting power may be claimed by that line to have immediate effect.

The number of votes on mileage and freight ton-mileage to be in each case divided by two. In grand total all fractions to be reckoned as one.

The Conference divided on the proposal :—

Ayes—68 votes.

	Votes.
J. Burn Murdoch (S. M. ry.)	6
E. H. Dwane (Nizam's ry.)	5
W. Drew (E. C. ry.)	4
W. A. Dring (E. I. ry.)	7
H. D. Olivier (B., B. & C. I. ry.)	7
J. Lightfoot (E. B. ry.)	5
G. F. Wilson (O. & R. ry.)	5
A. E. P. Graves (B. N. ry.)	5
E. F. Jacob (N. W. ry.)	7
A. Izat (B. & N. W., R. & K. and B. D. rys.)	7
F. Dunsterville (Madras ry.)	5
W. H. Spalding (S. I. ry.)	5

Noes.—4 votes.

	Votes.
J. Stuart (A. B. ry.)	4

[Mr. A. Muirhead (G. I. P. ry.) and Mr. W. B. Wright (I. M. ry.) did not vote.]

Proposal *agreed to.*

Question No. 38 (Reconsideration of Resolution No. 51 of the Railway Conference of 1899) was then taken into consideration.

3. Proposed by Lieutenant-Colonel J. Burn Murdoch, R.E., seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

That in Resolution No. 51 which reads as follows —

(*a*) That subject to the reservation in clause (*b*) below, all regulations (except those fixing rates and fares to be enumerated in a list to be subsequently prepared and appended to the final proceedings of this Conference) carried at the Railway Conference by not less than two-thirds of the votes of the railways who vote shall, subject to confirmation by the Government of India and the Boards of the several railways interested, be binding on all railways parties to the Conference Regulations.

(*b*) That after the regulations passed at a Conference have been in operation for a period of six months, any railway or railways shall be at liberty, after giving six months' simultaneous notice to the Secretary to the Conference and all railways parties to the Conference, to withdraw from any regulation or regulations. This withdrawal shall only apply to transactions with the railway or railways giving the six months' notice

(*c*) Th[illegible] parties to the Railway Conference [illegible] e to decide on disputed questions [illegible]

(*d*) That railways having such disputes shall submit their cases to the Secretary of the Railway Conference, who shall circulate them to the aforesaid Standing Committee for opinion, and a decision carried by not less than two-thirds of the votes of such Committee shall have the force of a Conference Regulation

(*e*) That in case of the majority being less than as provided for in clause (*d*), the question as between the railways concerned shall, unless those railways, by mutual consent, accept the opinion of the majority of the Conference, be decided by arbitration.

(*f*) That the scale of voting shall be that adopted at the Railway Conference immediately preceding the reference, subject to revision from time to time on account of alterations in mileage, etc.

clauses (*b*) and (*f*) be cancelled and that clauses (*a*) and (*d*) be modified as shown below :—

(*a*) That all regulations and rulings carried at the Railway Conference as binding [illegible]

(*d*) [illegible] Secretary of [illegible] concerned [illegible] g including [illegible] ll circulate the papers to the aforesaid Standing Committee. If a ruling has been asked for, the ruling, if carried by not less than two-thirds of the votes of such Committee, shall have the force of a Conference Regulation until rescinded by another vote of the Railway Traffic Conference or the Standing Committee

Amendment proposed by Mr. E. F. Jacob, C.I.E., *seconded by* Mr. A. Muirhead :—

That Resolution No. 51 as passed at the Conference of 1899 be now confirmed.

The Conference divided on the amendment :—

Ayes—66 votes.	Votes	*Noes—18 votes.*	Votes.
E. H. Dwane (Nizam's ry.)	5	J. Burn Murdoch (S. M. ry)	6
W. Drew (E. C. ry)	4	H. D. Olivier (B., B. & C. I. ry.)	7
W. A. Dring (E. I. ry.)	7	*G. F. Wilson (O. & R. ry.)	5
A. Muirhead (G. I. P. ry.)	7		
W. B. Wright (I. M. ry.)	5		
J. Lightfoot (E. B. ry.)	5		
A. E. P. Graves (B N. ry.)	5		
E. F. Jacob (N. W. ry.)	7		
A. Izat (B. & N. W., R. & K. & B. D. rys.)	7		
F. Dunsterville (Madras ry.)	5		
W. H. Spalding (S. I. ry.)	5		
J. Stuart (A. B. ry.)	4		

Amendment *agreed to.*

* In the proof of the proceedings of first day's meeting, Lieut.-Col G. F Wilson, R.E, was shown as having voted in favour of Resolution 3 At the meeting on 19th September 1900, he pointed out that this was an error, and, with the permission of the Conference, his vote was recorded against the Resolution as originally intended

Proposed by Mr. E. F. Jacob, C.I.E., seconded by Mr. A. Izat, C.I.E. :—

That the Conference resolve itself into Committee to sit morning and afternoon, Saturdays excepted.

That agenda of the subjects to be discussed each morning and afternoon be issued the previous day, and that no other subjects be discussed.

That the Committee be empowered to appoint Sub-Committees to enquire and report on matters requiring special consideration.

That the Committee elect two chairmen, one to sit in the morning, and one in the afternoon, and that a Chairman have power to appoint a substitute when unable to attend.

That Messrs. F. B. Hebbert and A. W. U. Pope be appointed Secretaries.

Agreed to without dissent.

[Adjourned to Wednesday, the 19th September 1900, at 11-30 o'clock.]

The Committees, appointed under Resolution No. 4, were in session from Tuesday the 11th to Tuesday the 18th September 1900, Saturday and Sunday excepted, *vide* their proceedings, appendices J and K.

Wednesday, the 19th September 1900, 11-30 o'clock.

The following were present :—

PRESIDENT :

A BRERETON, ESQ., *Director of Railway Traffic.*

MEMBERS :

LIEUT.-COL. G. F. WILSON, R E, *Manager, Oudh and Rohilkhand railway.*

W. B. WRIGHT,* ESQ, *General Traffic Manager, Indian Midland railway*

W. A. DRING, ESQ., *General Traffic Manager, East Indian railway.*

LIEUT.-COL. H. D. OLIVIER, R.E., *Agent, Bombay, Baroda and Central India railway.*

A. IZAT, ESQ, C.I E., *Agent and Chief Engineer, Bengal and North-Western and Rohilkund and Kumaon railways, and delegate also for the Bengal Dooars railway.*

J. LIGHTFOOT, ESQ, *Officiating Manager, Eastern Bengal State railway, and delegate also for the Calcutta Port Commissioners' railway.*

A. E. P. GRAVES, ESQ, *Traffic Manager, Bengal-Nagpur railway.*

W. H SPALDING, ESQ., *Acting Agent, South Indian railway.*

W. DREW, ESQ, *Officiating Manager, East Coast railway.*

E. F. JACOB, ESQ., C.I.E., *Officiating Manager, North Western railway.*

LIEUT.-COL. J. BURN MURDOCH, R E., *Agent, Southern Mahratta railway.*

J STUART, ESQ, *Traffic Manager, Assam-Bengal railway.*

E. H. DWANE, ESQ, *Chief Accountant and Auditor, His Highness the Nizam's Guaranteed State railway.*

F. DUNSTERVILLE, ESQ., *Chief Auditor, Madras railway.*

SECRETARY :

CAPTAIN W. J MCELHINNY, R.E.

The following officers also attended the meeting :—

F. B. HEBBERT, ESQ., *Consulting Engineer to the Government of India for Railways, Lucknow.*

J. M WRENCH, ESQ., *Acting Agent, Indian Midland railway.*

D. ff. POWELL, ESQ., *Acting General Traffic Manager, Bombay, Baroda and Central India railway.*

A. W. U. POPE, ESQ., *Traffic Superintendent, Oudh and Rohilkhand railway.*

R. BAGNALL, ESQ, *Acting Traffic Manager, Bengal and North-Western railway.*

C. J KEENE, ESQ., *Traffic Superintendent, East Coast railway.*

The proceedings of the meeting held on the 10th September 1900 were read and confirmed.

* During Mr. A. Muirhead's absence on account of illness, Mr. W B Wright, General Traffic Manager, Indian Midland railway, was nominated by the former to vote on behalf of the Great Indian Peninsula railway.

Resolution No. 5.

Resolved that the statement (appendix H) showing the votes possessed by each delegate calculated on the basis agreed to in Resolution No. 2 be read and recorded.

With reference to Resolution No. 4, the consideration of the report (*vide* appendix J) of Committee No. 1 on Questions Nos. 6, 13, 16, 20, 24, 32, 41 and 42, and Supplementary paper No. 3 was proceeded with.

The recommendations on Question No. 6 (Modification of rules 4, 102, 180 and 181 of the General Rules for open lines) were first considered.

Resolution No. 6.
(*Vide* para. III, appendix J.)

Proposed by Mr. E. F. Jacob, C.I.E., seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

That rule 4 stand as it is for the following reasons :—

(i) The existing rule appears to the Conference to provide sufficient precautions for the working of the train following system and no apparent necessity has been shown to exist for the proposed alteration.

(ii) It would be difficult for the first clause of the new rule to be complied with, as the staff at a station or signal box cannot always assure the driver of a train that the line on which he is to travel is "absolutely clear of trains and all other known impediments," and such an assurance, if given, might cause misapprehension. Riding and material trollies can at any time be placed on the line between stations.

(iii) With regard to the proposed new rule (ii) (a), the alteration, if made, would have to be adopted by all railways to which the General Rules have been applied, including some branch or light railways worked on the "train staff and ticket system", where telegraph lines have not been constructed and no communication exists that would enable one station to ascertain that there is a clear line in the station yard ahead for the reception of the *preceding* train.

(iv) Rule (ii) (b) would preclude a *following* train being started, although the necessity may only arise after one train has actually left the station and before it has reached the next; while such a rule would have a tendency to cause the train staff with the first train to neglect to carry out the rules for the protection of trains stopped between stations, if according to their time they supposed a *following* train was not due at that spot, which might cause an accident.

Agreed to without dissent.

Resolution No. 7.
(*Vide* para. XIV, appendix J.)

Proposed by Lieutenant-Colonel H. D. Olivier, R.E., seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

That clause (b) of rule 102 read as follows :—

Main signal at "danger."

102. When a main signal is at "danger" or "on," then—

(a) if it is placed at a junction, no driver of a train to which such signal applies, shall take the train past the signal, and

(b) in any other case, no driver of a train shall take the train past the signal, or allow the train to foul the points to which the signal applies, unless the train is brought to a stand and then signalled past by hand by a railway servant appointed in this behalf by an authorized officer.

Agreed to without dissent.

Resolution No. 8.
(*Vide* para. III, appendix J.)

Proposed by Lieutenant-Colonel H. D. Olivier, R.E., seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

That the proposed new rule 180 be rejected and the amalgamation of rules 181 and 182 be not carried into effect, for the following reasons :—

(i) The general application of the use of lighted fusees as signals is considered to be somewhat premature in this country, but if any railway administration can be induced to try what is at present an experimental procedure, there is nothing in the General Rules to prevent such railway issuing the instructions to its staff as a subsidiary rule, and when its value under the varying conditions prevailing in India has been proved on several railways the rule might be introduced generally.

(ii) In a dry part of India the lighted fusee might set fire to valuable jungle and timber. In other parts where jungle fires all along the line are constantly burning, a [illegible] jungle to [illegible] detention. [illegible] likely to be extinguished by falling into water or by heavy rain

Agreed to without dissent.

The recommendation on Question No. 13 (Demurrage on wagons sent for back loading a particular class of traffic) was then taken into consideration.

Proposed by Mr. E. F. Jacob, C.I.E., seconded by Lieutenant-Colonel G. F. Wilson, R.E.:— **Resolution No. 9.** (*Vide* para. IV, appendix J.)

That demurrage is leviable on wagons sent by special arrangement for back loading a particular class of traffic; but the Conference recognises the difficulty which exists in the coal traffic, and therefore in the case of this traffic only, considers the payment specified in 16 (*c*) should be calculated at twice instead of four times the hire specified in Regulation 14 (*a*).

Agreed to without dissent.

The recommendations on Question No. 20 (Proposed modification of Regulation 14 (*d*) of the Railway Conference of 1899) were next considered.

Proposed by Mr. J. Lightfoot, seconded by Lieutenant-Colonel G. F. Wilson, R E.:— **Resolution No. 10.** (*Vide* para. V, appendix J)

That Rules 13 and 14 of Conference Regulations remain unaltered in regard to vehicles not fitted with vacuum brake.

Agreed to without dissent.

Proposed by Mr W. B. Wright, seconded by Lieutenant-Colonel G. F Wilson, R E :— **Resolution No. 11.** (*Vide* para. VI, appendix J)

That Regulation 14 (*d*) be revised so as to read as under —

Goods vehicles carrying passengers or live-stock of any kind booked through shall be considered as of a carrying capacity of 6 tons for the standard gauge and 4 tons for the metre gauge, and charged for on that tonnage as per clause (*a*) of this Regulation.

Agreed to without dissent.

The recommendations on Question No. 16 (Reconsideration of the basis on which Regulations 13 to 16 of the Railway Conference of 1899 were framed) were then considered.

Proposed by Mr. W. A. Dring, seconded by Lieutenant-Colonel G. F. Wilson, R.E.:— **Resolution No. 12.** (*Vide* para. XI, appendix J)

That the consideration of Question No. 16 of the present Conference, so far as standard gauge goods stock is concerned, be not further proceeded with at present, it being impossible owing to the abnormal nature of the past season's traffic, to say, so far, what has been the result of the working of the new rules; and that the matter be reconsidered a year hence either in full Conference or by the Standing Committee.

Agreed to without dissent.

Proposed by Mr. J. Lightfoot, seconded by Lieutenant-Colonel G. F. Wilson, R.E.:— **Resolution No 13.** (*Vide* para. XII, appendix J)

That Regulation 14 (*a*) of Conference Regulations of 1899 be revised by the omission of the words "on the standard gauge and ·8 pie on the metre gauge."

Agreed to without dissent.

Resolution No. 14. (*Vide* para. XVI, appendix J.)

Proposed by Mr. E. F. Jacob, C. I. E., seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

The object being to ascertain what the return was on wagons sent to a foreign line under the old rules as compared with that under the new ; also whether the time wagons were absent was greater under the old or new rules, it is proposed that actual statistics be taken out for the months of April 1899 and 1901 (1) under the old rules, (2) under the new rules, and be submitted by all railways, parties to the Conference, to the Secretary, Railway Conference, not later than 1st August 1901, short and long distance traffic, that is, under and over 100 miles being separately dealt with, and that a Sub-Committee composed of Messrs. Lightfoot, Dunsterville and Dwane be appointed and requested to draw up a form* for the approval of the Conference, in which the required information can be recorded.

* *Vide* annexure No. 2 to appendix K, pages lxvii—lxx.

Agreed to without dissent.

The recommendation on Question No. 24 (Proposed charge for the haulage of empty trucks over foreign railways) was then taken up for consideration.

Resolution No. 15. (*Vide* para. XIX, appendix J.)

Proposed by Mr. E. F. Jacob, C.I.E., seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

That when empties are hauled over an intermediate railway in transit to another for purposes other than back loading, the charge for the haulage is a matter for mutual arrangements between railways, but in the opinion of the Conference not more than two annas per standard gauge vehicle and 1½ annas per metre gauge vehicle per mile should be charged.

Agreed to without dissent.

The recommendation on Question No. 32 (Revision of rates for the haulage of special trains for high officials of Government) was then considered.

Resolution No. 16. (*Vide* para. XXI, appendix J.)

Proposed by Lieutenant-Colonel H. D. Olivier, R.E., seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

That the rates proposed in paragraph 3 of the note by the Secretary of the Railway Conference, Question No. 32, as accepted by the East Indian railway, *viz.* :—

I.—For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be Rs. 3 per mile with a minimum total charge of Rs. 200 ;

II.—That a bogie carriage shall be reckoned as two ordinary vehicles ;

III.—That an additional charge shall be made of 6 annas per mile for each ordinary vehicle and 8 annas per mile for each bogie carriage in excess of nine ;

IV.—That for an additional engine, there shall be further charge of Rs. 2-8-0 per mile ;

be recommended for adoption for the standard gauge in the case of the officials* referred to in paragraphs 2 and 7 of the same note (but not Native Chiefs) and the following rates be adopted for the metre gauge:—

* High officials of Government.

I.—For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be Rs. 2 per mile with a minimum total charge of Rs. 150 ;

II.—That a bogie carriage shall be reckoned as two ordinary vehicles ;

III.—That an additional charge shall be made of 4 annas per mile for each ordinary vehicle and 6 annas per mile for each bogie carriage in excess of nine ;

IV.—That for an additional engine there shall be further charge of Rs. 2-0-0 per mile ;

and that the existing demurrage charges for detentions and stoppages *en route* and empty haulage charges as laid down in paragraph 1 of Government of India Circular No. 7 Railway of 5th September 1894, be adhered to.

Agreed to with the exception of the Nizam's Guaranteed State railway which dissents.

Proposed by Mr. W. B. Wright, seconded by Lieutenant-Colonel H. D. Olivier, R.E. :— Resolution No. 17.

That the attention of the Government of India be invited to the following proposal by Mr. A. Muirhead, recorded as No. XXII of the proceedings* of Committee No. 1 of 17th September 1900:

*Appendix J.

That the Committee venture to hope, as such low rates have been recommended for the officials concerned, that they will further the public and the railway convenience by travelling by special train whenever practicable.

Agreed to without dissent.

The recommendations on Question No. 41 and Supplementary paper No. 3 (Interpretation of the "N.B." to, and reconsideration of, Regulation 7 of the Railway Conference of 1899) were then taken into consideration.

Proposed by Mr. J. Lightfoot, seconded by Lieutenant-Colonel G. F. Wilson, R.E. :— Resolution No. 18. (*Vide* para. XXIII, appendix J)

That the N. B. paragraph to Regulation 7 does apply to both coaching and goods stock.

Agreed to without dissent.

Proposed by Mr. J. Lightfoot, seconded by Lieutenant-Colonel G. F. Wilson, R.E. :— Resolution No. 19. (*Vide* para. XXIV, appendix J)

That the existing Regulation 7 stand as it is with the omission of the N.B. paragraph.

Agreed to without dissent.

The recommendation on Question No. 42 (Reconsideration of Regulation No. 11 (*c*) of the Railway Conference of 1899) was then considered.

Proposed by Lieutenant-Colonel G. F. Wilson, R.E., seconded by Lieutenant-Colonel J. Burn Murdoch, R.E. :— Resolution No. 20 (*Vide* para. XXV, appendix J)

That the following be added to Regulation 11 (c) :—

The hire charge shall be calculated by taking one hour for every 6 miles of the correct route.

Agreed to without dissent.

With reference to Resolution No. 4, the report, (*vide* appendix K) of Committee No. 2 on Questions Nos. 4, 14, 17, 18, 19, 21, 23, 26 and 35 was next taken into consideration.

The recommendation on Question No. 4 (Limitation of the period within [illegible] accounts shall be permissible) was [illegible]

Proposed by Mr. E. F. Jacob, C.I.E., seconded by Mr. A. Izat, C.I.E. :— Resolution No. 21. (*Vide* para. I, appendix K)

That it is unnecessary to fix any limit of time within which audit adjustments of through traffic accounts may be made.

Agreed to without dissent.

The recommendation on Question No. 14 (Reconsideration of Regulation 35 (*d*) of the Railway Conference of 1899) was next taken into consideration.

Resolution No. 22.
(*Vide* para. III, appendix K.)

Proposed by Mr. W. A. Dring, seconded by Mr. A. Izat, C.I.E. :—

That Conference Regulation 35 (*d*) be modified and certain sub-clauses be added so that it will read as follows :—

35 (*d*). The above rules do not apply to damages caused by wet. In the case of goods carried in through wagons, claims on consignments loaded in covered wagons damaged by wet shall be borne in mileage proportion by all the railways over which the consignment is booked.

In the case of transhipment at junctions—

(i) For damage by wet which occurs prior to arrival at a transhipment station, and is detected there on unloading, the line or lines over which the consignment has passed since despatch, or since last transhipment, shall be responsible.

(ii) For damage by wet which occurs at a transhipment station, the joint station (if the staff is joint) shall be responsible; but, where the two lines are separately represented at a transhipment station, the line in whose possession the goods are found wet shall be liable.

(iii) For damage by wet which occurs after loading up at a transhipment station, the line or lines over which the goods are transported up to destination or next transhipment station shall be responsible.

Agreed to without dissent.

The recommendation on Question No. 17 (Reconsideration of Regulation 37 of the Railway Conference of 1899) was then considered.

Resolution No. 23.
(*Vide* para. IV, appendix K.)

Proposed by Mr. E. F. Jacob, C.I.E., seconded by Mr. A. Izat, C.I.E. :—

That under Regulation 37 it may happen that the railways owning the booked route may be entitled to a larger share of a fare than they would have earned if they had actually carried the passenger by the booked route.

That the rule as it stands is perfectly clear and no modification would make it clearer. The following example illustrating the working of the regulation should, however, be added :—

A 3rd class passenger from Howrah is booked to Lucknow, by way of the Oudh and Rohilkhand railway, from Moghal Sarai; fare over the Oudh and Rohilkhand railway being Rs. 2-9-0. He is carried from Moghal Sarai to Cawnpore by way of the East Indian railway and from Cawnpore to Lucknow by the Oudh and Rohilkhand railway.

The fare from Moghal Sarai to Cawnpore is Rs. 2-13-0 (E. I. ry.); the fare from Cawnpore to Lucknow is Re. 0-10-0 (O. & R. ry.)

The Oudh and Rohilkhand railway should receive the original fare from Moghal Sarai to Lucknow, Rs. 2-9-0, and the fare from Cawnpore to Lucknow, Re. 0-10-0, the latter being debited to joint station expenses at Moghal Sarai; and the East Indian railway should receive the fare from Moghal Sarai to Cawnpore, Rs. 2-13-0, debitable to joint station expenses at Moghal Sarai.

Agreed to without dissent.

The consideration of the recommendation on Question No. 18 (Procedure to be adopted in the remission of wharfage charges at joint stations) was then proceeded with.

Resolution No. 24.
(*Vide* para. V, appendix K.)

Proposed by Lieutenant-Colonel H. D. Olivier, R.E., seconded by Mr. A. Izat, C.I.E. :—

That the remission of wharfage charges on goods and parcels traffic at joint stations shall be made entirely at the discretion of the railway working the junction, the railway or railways working into the junction having equally the right to remit wharfage on its, or their, own consignments.

With the exception of the Madras railway which dissents, the proposal was *agreed to.*

The recommendation on Question No. 19 (Treatment of passing, interchange and local traffic in the division of joint station expenses) was next taken up for consideration.

Proposed by Mr. E. H. Dwane, seconded by Mr. A Izat, C.I.E. :— **Resolution No. 25.** (*Vide* para. VI, appendix K)

That the following be added as clause (*c*) to Resolution No 44 of the Railway Conference of 1899 —

(*c*) That in the case of thr [illegible] after deduction of [illegible] concerned) of the [illegible] in the proportion [illegible] each railway using the junction.

Agreed to without dissent.

The recommendation on Question No. 21 (Reconsideration of Regulation 31 (*b*) of the Railway Conference of 1899) was then considered.

Proposed by Mr. W. B. Wright on behalf of Mr. A. Muirhead, seconded by Mr. A. Izat, C.I.E. :— **Resolution No. 26.** (*Vide* para. VII, appendix K)

That the following be added at end of Regulation 31 (*b*) .—

When wagon rates are quoted, it should be clearly stated whether the rates apply on the full marked carrying capacity of the wagon used or not, *i.e.*, up to what weight the wagon rate applies and what rates are applicable for quantities loaded in excess of that weight.

Agreed to without dissent.

The recommendation on Question No. 23 (Recovery of excess fares and excess charges) was then taken into consideration.

Proposed by Mr. W. B. Wright on behalf of Mr. A. Muirhead, seconded by Mr. A. Izat, C.I.E. :— **Resolution No. 27** (*Vide* para. VIII, appendix K)

Th [illegible]

Failure to recover at destination will not relieve the forwarding station of responsibility under the existing rules.

Agreed to with the exception of the Bengal-Nagpur railway which dissents.

The recommendations on Question No. 26 (Power of railway administrations to recover undercharges) were next considered.

Proposed by Mr. J. Lightfoot, seconded by Mr. A. Izat, C.I.E. :— **Resolution No. 28.** (*Vide* para. IX, appendix K.)

That no action be taken on the following issue as set forth in the papers on this Question .—

(1) Whether the Government of India should be moved to empower railways to prefer claims for the recovery of undercharges on consignments, delivery of which has been taken on payment of the freight demanded, within such a period as is merely sufficient for the audit office to check charges.

Agreed to without dissent.

Resolution No. 29.
(*Vide* para. X, appendix K.)

With reference to issue No. (2), in the paper referred to in Resolution No. 28, which reads as follows—

(2) The desirability of making the forwarding and the receiving railways responsible for their own proportions of undercharges and also, in equal shares, for the proportions due to intermediate railways ; or, if some scheme (*e.g.*, check by junctions) could be devised for the purpose, to make each railway responsible for its own proportion in a through invoice.

it was proposed by Mr. W. B. Wright on behalf of Mr. A. Muirhead, seconded by Mr. A. Izat, C.I.E. :—

That in the absence of special agreement the following rules shall apply :—

In the case of goods invoices "To pay," the forwarding station shall be responsible that the correct charges are entered on the invoice for the proportion due to the forwarding railway ; the receiving station shall be responsible for the proportion due to the receiving railway.

For the charge due to any intermediate railway or railways, if incorrect charges have been entered on the invoice and the error remains undetected before delivery, both the forwarding railway and the railway which effects the delivery shall be responsible for the charge due to intermediate railways in equal division : in all other cases the railway which effects the delivery and collects the charges shall be responsible.

Agreed to without dissent.

The recommendation on Question No. 35 (Interpretation of Regulation 35 (*e*) of the Railway Conference of 1899) was then taken into consideration.

Resolution No. 30.
(*Vide* para. XIII, appendix K.)

Proposed by Lieutenant-Colonel G. F. Wilson, R.E., seconded by Mr. A. Izat, C.I.E. :—

That Regulation 35 (*e*) be modified so as to read as follows :—

35 (*e*). Any damage, deficiency, or loss must be notified to the consigning and transhipping stations by telegram tendered for despatch within six hours of the time at which the wagon is opened.

Agreed to without dissent.

[Adjourned to Tuesday, the 25th September 1900, at 11-30 o'clock.]

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The Committees, appointed under Resolution No. 4, were in session from Thursday the 20th to Monday the 24th September 1900, Saturday and Sunday excepted, *vide* their proceedings, appendices J and K.

Tuesday, the 25th September 1900, 11-30 o'clock.

The following were present:—

PRESIDENT:

A. BRERETON, ESQ, *Director of Railway Traffic.*

MEMBERS:

LIEUT.-COL G F. WILSON, R E, *Manager, Oudh and Rohilkhand railway.*

W. B WRIGHT, ESQ, *General Traffic Manager, Indian Midland railway.*

W. A. DRING, ESQ., *General Traffic Manager, East Indian railway.*

LIEUT-COL. H. D. OLIVIER, R.E, *Agent, Bombay, Baroda and Central India railway.*

A. IZAT, ESQ, C.I.E, *Agent and Chief Engineer, Bengal and North-Western and Rohilkund and Kumaon railways, and delegate also for the Bengal Dooars railway.*

A. MUIRHEAD, ESQ., *General Traffic Manager, Great Indian Peninsula railway.*

J LIGHTFOOT, ESQ., *Officiating Manager, Eastern Bengal State railway, and delegate also for the Calcutta Port Commissioners' railway.*

A. E. P GRAVES, ESQ., *Traffic Manager, Bengal-Nagpur railway.*

W. H SPALDING, ESQ, *Acting Agent, South Indian railway.*

W. DREW, ESQ, *Officiating Manager, East Coast railway.*

E. F. JACOB, ESQ, C.I.E, *Officiating Manager, North Western railway.*

LIEUT.-COL. J. BURN MURDOCH, R.E., *Agent, Southern Mahratta railway.*

J. STUART, ESQ, *Traffic Manager, Assam-Bengal railway.*

E H. DWANE, ESQ, *Chief Accountant and Auditor, His Highness the Nizam's Guaranteed State railway.*

F. DUNSTERVILLE, ESQ, *Chief Auditor, Madras railway.*

SECRETARY:

CAPTAIN W. J. MCELHINNY, R.E.

The following officers also attended the meeting:—

F. B HEBBERT, ESQ, *Consulting Engineer to the Government of India for Railways, Lucknow*

J. M WRENCH, ESQ, *Acting Agent, Indian Midland railway.*

D. ff POWELL, ESQ, *Acting General Traffic Manager, Bombay, Baroda and Central India railway.*

A. W. U. POPE, ESQ., *Traffic Superintendent, Oudh and Rohilkhand railway.*

R. BAGNALL, ESQ, *Acting Traffic Manager, Bengal and North-Western railway.*

C. J. KEENE, ESQ, *Traffic Superintendent, East Coast railway.*

The proceedings of the meeting held on the 19th September 1900 were read and confirmed.

The Conference next proceeded to consider Question No. 28 (Reconsideration of Regulation 32 of the Railway Conference of 1899).

Resolution No. 31.

Proposed by Mr. A. E. P. Graves, seconded by Mr. A. Izat, C.I.E. :—

That Conference Regulation 32 of 1899 be cancelled and Regulation 32 as amended be substituted as follows :—

Changes of rates, fares, etc.

(*a*) Advices of all changes of rates, fares, classifications, rebates and conditions shall be issued bi-monthly and shall be despatched not later than the first day of the following months in each year, namely, the 1st of February, the 1st of April, the 1st of June, the 1st of August, the 1st of October and the 1st of December.

(*b*) The receiving railway or railways may despatch one advice of consequent alterations before the first day of the month following the first advice of alteration. Such consequent alterations shall apply only to rates affected by the changes notified in the first instance. These advices under (*a*) and (*b*) respectively (twelve copies, or such other number as may be agreed on) shall be sent only once bi-monthly to all railways with which there is through booking, a *nil* form being sent when no alteration is proposed.

(*c*) The railway originally notifying cannot give notice of a further change till the expiry of two months after that in which the first advice is required to be given.

(*d*) The rates, etc., so advised shall become operative from the first day of the second month following that in which they are required to be notified under clauses (*a*) and (*b*).

Example—

Railway A may give notice to Railway B not later than the 1st of April. The rates, etc., contained in such notice will come into force on the 1st of June.

Railway B may give notice not later than the 30th of April of consequent alterations. Such consequent alterations will also come into force on the 1st of June.

No further alterations can be brought into force on the 1st of June, but must form the subject of fresh notice under clause (*a*) of this Regulation.

(*e*) With the consent of all railways interested, any railway or railways may introduce or alter through rates with immediate effect, but in the absence of such consent the procedure shall be as laid down in clauses (*a*) and (*b*) of this Regulation.

(*f*) Any rates notified in contravention of these regulations shall be inoperative.

NOTE.—The rules as to changes in rates apply to through rates. Changes in local rates may be introduced at any period, but must be notified to all railways within 14 days after date of introduction.

Agreed to without dissent.

Resolution No. 32. (*Vide* para. XII, appendix K.)

Proposed by Mr. A. Muirhead, seconded by Mr. A. Izat, C.I.E. :—

That in the event of any railway, under Conference Resolution No. 51 of 1899, withdrawing from Conference Regulation 32, the railways, parties to the Conference, are not bound to accept the changes in rates notified by the withdrawing railway.

Agreed to without dissent.

The consideration of the report (*vide* appendix J) of Committee No. 1 on Questions Nos. 25, 29 and 43 and Supplementary papers Nos. 1, 4, 6 to 9 and 11 was then proceeded with.

The recommendation on Question No. 43 (Interpretation of Regulation 14 (*c*) of the Railway Conference of 1899) was first taken into consideration.

Resolution No. 33. (*Vide* para. XXVIII, appendix J.)

Proposed by Mr. J Lightfoot, seconded by Lieutenant-Colonel G. F. Wilson, R. E. :—

That clause (*c*) of Regulation 14 does not authorize the imposition of a special rate for the first 48 hours of 4 annas for every 10 miles or fraction thereof and does require that no charge should be levied for the first 48 hours, provided the total hire payable is not less than 4 annas for every 10 miles or fraction thereof; also that the following example be recorded as the correct interpretation.

A fully loaded 16-ton wagon booked to a station, 23 miles from junction is returned empty and is absent 62 hours in all.

Deduct 48 hours from total absence and upon remainder charge hire and demurrage or minimum, whichever is greater.

Example—

(1) Wagon absent	...	...	62 hours.
(2) Deduct 48 hours free	...	...	48 „
(3) Leaving for hire purposes	...		14 „
(4) The free allowances under next rule are—			
Running	..	... ...	11 hours.
Unloading	..	... ...	36 „
	Total	...	46 „

There is consequently no demurrage due upon 14 hours' absence.

(5) The minimum charge for 30 miles = Re 0-12 0

(6) The hire charge for 14 hours = Rs 1-3-0

(7) Minimum is exceeded and therefore hire is payable

Agreed to without dissent.

The recommendations on Supplementary paper No 1 (Interpretation of Regulation 20 (*b*) and (*c*) of the Railway Conference of 1899) were next considered.

Proposed by Mr. W. H. Spalding, seconded by Lieutenant-Colonel G. F. Wilson, R E.:— **Resolution No. 34** (*Vide* para XXIX, appendix J)

That the words "period allowed" in clause (*c*) of Regulation 20 mean the 10 days referred to in clause (*a*) *plus* the time occupied in the conveyance of materials for repairs referred to in clause (*b*).

Agreed to without dissent.

Proposed by Mr. E. F. Jacob, C.I E, seconded by Lieutenant-Colonel G F. Wilson, R. E..— **Resolution No. 35** (*Vide* para. XXX, appendix J)

That in addition to the free allowance as prescribed in clause (*a*) of Regulation 20, the time which elapses until material required for repairs from the parent line is received (provided that an indent for such material is despatched to the parent line within 48 hours of the time at which damage occurs) shall be allowed free of hire and demurrage in the case of damaged stock of one railway repaired on the line of another railway.

Agreed to without dissent.

The recommendation on Supplementary paper No 4 (Proposed modification of Regulation 3 (*b*) of the Railway Conference of 1899) was then taken into consideration.

Proposed by Mr. W. A. Dring, seconded by Lieutenant-Colonel G. F. Wilson, R. E. — **Resolution No. 36** (*Vide* para XXXI, appendix J)

That Regulation 3 (*b*) remain as it is.

Agreed to without dissent.

The recommendations on Question No. 29 (The establishment of a yearly Conference with a paid Secretary and office staff) were next taken up for consideration.

Resolution No. 37. (*Vide* para. XXXV, appendix J.)

Proposed by Lieutenant-Colonel H. D. Olivier, R.E., seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

That a yearly Conference be held with a paid Secretary and office staff; that the latter have their head-quarters at Simla, but that the Conference be held each year at such place as may be determined on at the previous Conference.

Agreed to without dissent.

Resolution No. 38. (*Vide* para. XXXV, appendix J.)

Proposed by Lieutenant-Colonel J. Burn Murdoch, R.E., seconded by Lieutenant-Colonel H. D. Olivier, R.E. :—

That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers. The approximate cost is believed to be about Rs. 260 per vote per annum.

Agreed to without dissent.

The recommendation on Supplementary paper No. 6 (Mode of crediting demurrage charges on foreign coaching stock realized from passengers under the tariff rules) was then considered.

Resolution No. 39. (*Vide* para. XXXVI, appendix J.)

Proposed by Mr. W. A. Dring, seconded by Mr. E. H. Dwane :—

That in the case of coaching stock detained under load by passengers and coming under demurrage payable by passengers under the tariff rules of the using line, the parent line shall be paid half the difference between the amount collected from the passengers and the hire charge under Conference Regulation 13 (*a*) in addition to the latter charge.

Agreed to without dissent.

The consideration of the recommendation on Supplementary paper No. 7* (Note by Mr. J. Lightfoot on the advisability of establishing an Indian Railway Clearing House and on other matters) was next proceeded with.

* *Vide* appendix L.

Resolution No. 40. (*Vide* para. XXXVII, appendix J.)

Proposed by Lieutenant-Colonel H. D. Olivier, R.E., seconded by Mr. W. B. Wright :—

That this Conference is of opinion that the recommendations contained in Resolution No. 30 of the last Conference should be carried out in their entirety before the practicability of establishing a Central Clearing House or District Clearing Houses can be demonstrated, and that it is most important that the officer deputed should be able to visit the principal railways in India to investigate the various questions and confer with the officers of each railway before forming his conclusions.

Agreed to without dissent.

The recommendation on Supplementary paper No. 8 (Reconsideration of Regulation 19 (*e*) of the Railway Conference of 1899) was then considered.

Resolution No. 41. (*Vide* para. XXXVIII, appendix J.)

Proposed by Mr. A. Izat, C.I.E., seconded by Mr. E. F. Jacob, C.I.E. :—

That Conference Regulation 19 (*e*) stand as it is.

Agreed to without dissent.

The recommendation on Question No. 25 (Reconsideration of Regulation 21 (*a*) of the Railway Conference of 1899) was next taken into consideration.

Proposed by Mr. W A. Dring, seconded by Mr. E. F. Jacob, C. I. E. .— Resolution No. 42. (Vide para. XL, appendix J)

That Regulation 21 (a) stand as it is without addition.

Agreed to without dissent.

The recommendation on Supplementary paper No. 9 (Introduction of annual for half-yearly inspections of railways) was then taken up for consideration.

Proposed by Mr. E. F. Jacob, C.I.E., seconded by Mr. W Drew :— Resolution No. 43 (Vide para. XLIII, appendix J)

That the Government of India be moved to suggest to Inspecting Officers that in most cases it would suffice to hold one formal annual inspection at which they should be accompanied by representatives of the railway, it being open to an Inspecting Officer to hold other inspections at his discretion and convenience.

The Conference divided on the proposal :—

Ayes—61 votes.	Votes	*Noes—6 votes.*	Votes
E. H. Dwane (Nizam's ry.)	4	A E. P. Graves (B. N. ry)	6
W. Drew (E. C. ry.)	4		
W. A Dring (E I. ry)	10		
W. B Wright (I M. ry)	5		
H. D. Olivier (B., B. & C. I. ry.)	9		
G. F. Wilson (O. &. R. ry.)	6		
E. F. Jacob (N. W. ry.)	10		
F. Dunsterville (Madras ry)	5		
W. H. Spalding (S. I. ry.)	5		
J. Stuart (A B. ry.)	3		

[Lieutenant-Colonel J. Burn Murdoch, R.E. (S. M. ry.), Mr. A. Muirhead (G. I. P. ry.), Mr. J. Lightfoot (E. B. and C. P. Cs.' rys) and Mr. A. Izat, C. I. E , (B. and N. W., R. & K. and B. D. rys.) did not vote]

Proposal *agreed to.*

The recommendation on Supplementary paper No 11 (Power of railway administrations to refuse claims under a regulation classed by the Railway Conference as binding) was next taken into consideration.

Proposed by Mr. J. Lightfoot, seconded by Lieutenant-Colonel G. F. Wilson, R.E. :— Resolution No. 44 (Vide para XLIV, appendix J)

That issue (a), which runs as follows—

(a) If a railway refuse to accept a claim made under a binding Conference Regulation, should the case be referred to the Standing Committee? and if not, what procedure should be adopted?

is governed by Resolution 51 (c) and (d) of the Conference Proceedings of 1899; and that in regard to issue (b), which reads as under—

(b) May a railway refuse to settle a claim which, it admits, is just *under a binding Conference Regulation* by attempting to set off against it a disputed claim *not* made under a Conference Rule?

the reply is *no.*

Agreed to without dissent.

The Conference adjourned at 12-30 P.M. to enable Committee No. 2 to formulate proposals for submission to the full Conference, and resumed its sitting at 1 P. M.

The report (*vide* appendix K) of Committee No. 2 on Questions Nos. 2, 3, 5, 7, 36, 37, 39, 40 and 44 was then considered.

The recommendations on Question No. 3 (Reconsideration of rates and conditions for the carriage of foreign railway materials and stores, excluding coal) were first taken into consideration.

Resolution No. 45. (*Vide* para. XV, appendix K.)

Proposed by Mr. A. Izat, C. I. E., seconded by Mr. J. Lightfoot :—

That paragraph 8 (*a*) of schedule C to Government of India Circular No. 8 Ry., dated 4th May 1895, should be modified so as to read as follows :—

The loading of the wagons should actually be done by the sender, but that the forwarding railway should, except in cases when the loading is done at a private siding at a distance from the railway goods shed, supervise the loading and should be held responsible that only one wagon of a consignment is lightly loaded and that this wagon as containing the balance of a consignment should not be charged on the carrying capacity of the wagon but on the minimum agreed to. Also that when a consignment is despatched on which a minimum charge per wagon is made, the sender's acceptance of this charge should be taken on the forwarding note; further that the minimum weight for charge for a standard gauge wagon be 150 maunds and for a metre gauge wagon 100 maunds.

The Conference divided on the proposal :—

Ayes—53 votes.	Votes.	*Noes—38 votes.*	Votes.
J. Burn Murdoch (S. M. ry.)	6	E. H. Dwane (Nizam's ry.)	4
W. Drew (E. C. ry.)	4	W. A. Dring (E. I. ry)	10
H. D. Olivier (B., B. & C. I. ry.)	9	A Muirhead (G. I. P. ry.)	8
J. Lightfoot (E. B. and C. P. Cs.' rys)	7	W. B. Wright (I. M. ry.)	5
G. F. Wilson (O. and R. ry)	6	A. E. P. Graves (B. N. ry.)	6
E. F. Jacob (N. W. ry.)	10	F. Dunsterville (Madras ry.)	5
A. Izat (B. & N. W., R. & K. and B. D. rys.)	8		
J. Stuart (A. B. ry.)	3		

[Mr. W. H. Spalding (S. I. ry.) did not vote.]

Proposal *agreed to.*

Resolution No. 46. (*Vide* para. XVI, appendix K.)

Proposed by Mr. A. Izat, C. I. E., seconded by Mr. J. Lightfoot :—

That in the opinion of the Conference, schedule C to Government of India Circular No. 8 Railway, dated 4th May 1895, does not empower any Railway company that has adopted that schedule to levy a short distance charge in the case of railway materials and stores, excluding coal, carried for foreign railways, and that no modification of paragraph 7 of the schedule is necessary or desirable in this respect.

Agreed to without dissent.

Resolution No. 47. (*Vide* para. XVII, appendix K.)

Proposed by Mr. A. Muirhead, seconded by Mr. J. Lightfoot :—

That the Government of India be moved to declare that the rates laid down in schedule C to Government of India Circular No. 8 Railway, dated 4th May 1895, are at "owner's risk".

The Conference divided on the proposal :—

Ayes—58 votes.	Votes	*Noes—38 votes.*	Votes
E. H. Dwane (Nizam's ry.)	4	J. Burn Murdoch (S. M. ry.)	6
W. A. Dring (E. I. ry.)	10	W. Drew (E. C. ry.)	4
A. Muirhead (G. I. P. ry.)	8	J. Lightfoot (E. B. and C. P. Cs.' rys.)	7
W. B. Wright (I. M. ry.)	5	E. F. Jacob (N. W. ry)	10
H D. Olivier (B., B & C I ry.)	9	A. Izat (B & N. W, R. & K. and B. D. rys)	8
G F. Wilson (O. & R. ry)	6	J. Stuart (A. B ry.)	3
A. E. P. Graves (B. N ry.)	6		
F. Dunsterville (Madras ry.)	5		
W. H. Spalding (S. I. ry.)	5		

Proposal *agreed to.*

Proposed by Mr. J. Lightfoot, seconded by Mr. E. F. Jacob, C.I E. :— **Resolution No. 48.**

That Government be moved to reconsider schedules B and C of Circular No 8 Railway, dated 4th May 1895, with a view to modification.

The Conference divided on the proposal :—

Ayes—53 votes.	Votes	*Noes—38 votes.*	Votes
J. Burn Murdoch (S. M. ry)	6	E. H. Dwane (Nizam's ry)	4
W. Drew (E. C. ry.)	4	W. A Dring (E. I. ry.)	10
H. D. Olivier (B, B. & C. I. ry.)	9	A Muirhead (G. I. P. ry.)	8
J. Lightfoot (E B. and C. P. Cs.' rys.)	7	W. B. Wright (I. M. ry.)	5
G. F. Wilson (O. &. R. ry.)	6	A. E. P Graves (B. N. ry.)	6
E. F. Jacob (N. W. ry)	10	F. Dunsterville (Madras ry.)	5
A. Izat (B. & N. W., R & K. and B. D. rys.)	8		
J. Stuart (A. B ry)	3		

[Mr. W. H. Spalding (S. I. ry) did not vote.]

Proposal *agreed to.*

The recommendation on Question No. 5 (Reweighment of coal at junctions when there is a break of gauge and consequent transhipment or even when there is no break of gauge) was next considered.

Proposed by Mr. J. Lightfoot, seconded by Lieutenant-Colonel H. D. Olivier, R. E :— **Resolution No. 49.** *(Vide para. XX, appendix K.)*

That no further action be taken regarding this question.

Agreed to without dissent.

The recommendation on Question No. 39 (Interpretation of Regulation 46 (*c*) of the Railway Conference of 1899) was then taken into consideration.

Resolution No. 50. (*Vide* para. XXIV, appendix K.)

Proposed by Lieutenant-Colonel J. Burn Murdoch, R. E., seconded by Mr. W. A. Dring :—

That in regard to issue (*b*), which runs as follows—

(*b*) The desirability of fixing a minimum for copper coins when in quantities of five maunds and under.

it should be settled by deciding that sub-clauses (*b*) and (*c*) of Regulation 46 be transposed and the words "on actual weight subject to the minimum, for luggage, of 10 seers" be added to the present clause (*b*) after the words "two pies per maund per mile" in the first clause.

Regulation 46 will then read as follows :—

46. (*a*) Treasure, including specie, bullion, gold and silver coin, jewellery, trinkets, plate, etc., shall be carried at the following rates, *viz.* :—

	Pies per maund per mile.
Up to 27 maunds	2½
Above 27 and up to 81 maunds	2
" 81 " " 270 "	1½
Over 270 maunds	1 pie.

provided that the charge for any quantity shall not be less than that for a smaller quantity according to the above scale.

Escort—

(i) One man is allowed to travel free, both on the outward and return journey, as a third class passenger, when the consignments of treasure are over 54 and under 135 maunds.

(ii) Two men when consignments are from 135 to under 270 maunds.

(iii) Four men with consignments of 270 maunds and over.

(iv) When a consignment amounts to 20 lakhs of rupees or more (625 maunds or more), a guard of four men is allowed with return passage free of extra charge.

(*b*) The minimum charge for treasure shall be as for one maund, fractions of a maund above one maund being charged for as follows :—

Under 10 seers as 10 seers.

Exceeding 10 seers, but not exceeding 20 seers as 20 seers.

" 20 " " " 30 " 30

" 30 " " " 40 " 40

(*c*) Copper coin by passenger train in quantities of five maunds and under shall be carried at the rate of two pies per maund per mile on actual weight subject to the minimum, for luggage, of 10 seers; in quantities over five maunds, at one pie per maund per mile, subject to a minimum charge as for 10 maunds.

Agreed to without dissent.

The consideration of the recommendation on Question No. 40 (Interpretation of Regulation 28 of the Railway Conference of 1899) was then proceeded with.

Resolution No. 51. (*Vide* para. XXV, appendix K.)

Proposed by Mr. E. F. Jacob, C. I. E., seconded by Lieutenant-Colonel H. D. Olivier, R. E. :—

That Regulation 28 be cancelled.

Agreed to without dissent.

The recommendations on Question No. 44 (The endorsing of invoices to indicate whether consignments are carried at railway or owner's risk) were next considered.

Proposed by Mr. W. A. Dring, seconded by Lieutenant-Colonel G. F. Wilson, R. E :— **Resolution No 52.** (*Vide* para. XXVI, appendix K)

That the Conference be recommended to pass a Resolution that the remark "at railway risk" or "at owner's risk" should be stamped on all invoices.

Agreed to without dissent.

Proposed by Mr. J. Stuart, seconded by Lieutenant-Colonel J. Burn Murdoch, R.E. :— **Resolution No. 53.** (*Vide* para XXVIII, appendix K)

That in case of failure to enter the remark "at railway risk" or "at owner's risk" on invoices, the receiving station shall wire to the forwarding station enquiring whether the consignment is booked "at owner's risk" or "at railway risk," and the receiving station shall be held responsible for the collection of the correct charges.

Agreed to without dissent.

The recommendation on Question No. 36 (Refund of overcharges by railway administrations) was then taken up for consideration.

Proposed by Mr. A. Muirhead, seconded by Mr. J Lightfoot :— **Resolution No. 54.** (*Vide* para. XXIX, appendix K.)

That the following procedure be followed in the case of overcharges claimed and unclaimed :—

(*i*) Unclaimed overcharges.

(*a*) Ov ... hall ... een ... be established.

... collects the money to the ... e procedure described in ... efund. Claimants to these

(*b*) To meet the cases of large and well known firms it may be arranged that such firms as are prepared to sign an undertaking to pay undercharges after delivery shall also be allowed to include in the same agreement an undertaking by the railway to refund all overcharges as soon as discovered, the limit of time being six months in either case.

(*ii*) Refunds claimed by the public.

(*a*) When a claim for refund, either coaching or goods, is established, the railway which made the collection shall check the claim, and if due, prepare the overcharge sheet. On certification of the overcharge sheet by its own audit ... ted with the transaction, the refund ... oncerned, the overcharge sheet being ... several audit and traffic offices con-

(*b*) The railway which collected the money shall be the only railway competent ... nces. Applications for refunds, if ... parties to the transaction, shall be ... led to make the refund for disposal ... rror, more is refunded, in any case, in the proportion of any railway or railways, than is actually due, the loss shall be shared in mileage proportion between all the railways concerned

(*c*) All items not disbursed after the expiry of a period of six months from the date of discovery shall be credited to the railway or railways in whose proportion the overcharge occurred.

(*iii*) Legalising transactions.

In recommending these proposals for the consideration of Government and the Boards of the several railways, the Government of India should be moved to empower railways to prefer and recover claims for undercharges due to them within a period of six months: also to legalise the railways being released from all liability in respect to any amount they refund to the best of their knowledge.

Agreed to without dissent.

The recommendation on Question No. 37 (Revision of the existing form of requisition, and the adoption of a special form of ticket, for the haulage of special trains, etc., for high officials of Government) was then considered.

Resolution No. 55. (*Vide* para. XXX, appendix K.)

Proposed by Mr. F. Dunsterville, seconded by Mr. A. Muirhead:—

That the Conference recommend to Government the desirability of adopting on all railways the forms* A and B as printed.

* *Vide* pages xlix—li of appendix K.

Agreed to without dissent.

The recommendation on Question No. 2 (Introduction of a 'cooly' class on Indian railways) was then taken into consideration.

Resolution No. 56. (*Vide* para. XXXII, appendix K.)

Proposed by Mr. W. B. Wright, seconded by Lieutenant-Colonel H. D. Olivier, R. E.:—

That the consideration of Question No. 2 relating to the introduction of a cooly class on Indian railways be deferred.

Agreed to without dissent.

The recommendation on Question No. 7 (Proposed modification in the rules regarding the concession to school children) was next taken up for consideration.

Resolution No. 57. (*Vide* para. XXXIII, appendix K.)

Proposed by Lieutenant-Colonel G. F. Wilson, R. E., seconded by Mr. J. Lightfoot:—

That paragraph 1 against item 4 of appendix P to the Proceedings of the Railway Conference of 1899 should read as follows:—

When in parties of not less than 4, which number may, in the case of children, include attendants in charge (one person for each party), shall be allowed to travel in the next higher class to that for which they pay fares and 3rd class for half the third class fare, on production of a certificate signed by the Head Master or Mistress or Principal of the school or college to which they belong. Children under 12 and above 3 years of age to be charged half the concession fares. Return tickets are not granted. Each party must travel together in the same train, but not necessarily in the same class of carriage. The number of the party may be increased or decreased *en route*, provided the number does not at any time fall short of the minimum of 4.

Agreed to without dissent.

[Adjourned to Monday, the 1st October 1900, at 11-30 o'clock.]

Proposed by Lieutenant-Colonel J. Burn Murdoch, R. E., seconded by Lieutenant-Colonel G. F. Wilson, R. E.:— **Resolution No. 60.** (*Vide* para. XXXVII, appendix K.)

That the first sentence of Regulation 54 (*d*) which reads as under—

Unpacked bicycles and tricycles when accompanying the owner as luggage shall be carried as one maund and two maunds, respectively, but at the sole risk of the owner and not subject to the free allowance They shall be carried at railway risk, packed, at parcel rates on actual weight, subject to a minimum as for one maund for bicycles and two maunds for tricycles.

be modified as follows:—

Unpacl [illegible] allowance.

Agreed to without dissent.

The recommendation on Question No. 15 (Proposed concession rates for the carriage of animals of Circus troupes other than horses) and Supplementary paper No. 5 (Proposed modification in the concession rate for horses of Circus troupes) was then taken up for consideration.

Proposed by Mr W. A. Dring, seconded by Mr. E. F. Jacob, C.I.E — **Resolution No. 61.** (*Vide* para. XLI, appendix K)

[illegible] pes is one for special [illegible] P to the Conference [illegible]

Agreed to without dissent.

The consideration of the recommendation on Question No. 22 (Proposed modification in the rules regarding the concession to ministers, missionaries, etc.) was then proceeded with.

Proposed by Mr. W. H. Spalding, seconded by Mr. F. Dunsterville .— **Resolution No. 62** (*Vide* para. XLII, appendix K)

That item 13 of appendix P to the Conference Proceedings of 1899 be amended to read as follows:—

That n [illegible] shall be allowed to [illegible] society.

Agreed to without dissent.

The recommendation on Question No. 27 (Conveyance of mail bags containing money under the weighment system) was then taken into consideration.

Proposed by Mr. A. E. P. Graves, seconded by Mr. D. ff. Powell:— **Resolution No. 63.** (*Vide* para. XLIII, appendix K.)

That th [illegible] Department to declare [illegible]

Agreed to without dissent.

The recommendation on Question No. 30 (Carriage of human ashes by rail) was then considered.

The report (*vide* appendix K) of Committee No. 2 on Questions Nos. 8 15, 22, 27, 30, 33, 34, 45, and Supplementary papers Nos. 2, 5, 10 and 12 was next considered.

The recommendations on Supplementary paper No. 12 (Applicability of Conference Regulations to railway rates when there is a competitive route partly by rail and partly by sea, the Companies controlling the latter not being parties to the Conference Regulations) were then taken into consideration.

Resolution No. 58. (*Vide* para. XXXIV, appendix K.)

Proposed by Lieutenant-Colonel J. Burn Murdoch, R.E., seconded by Mr. J. Lightfoot:—

That the answer to issue No. (i) which runs as follows—

(i) Is the Great Indian Peninsula railway bound by the Conference Regulations in regard to the notifying of rates while the other route is not so bound ?

is that the Great Indian Peninsula railway is not bound by Conference Regulations.

Agreed to without dissent.

With reference to Issue No. (ii), in the paper referred to in Resolution No. 58, which reads as follows—

Should not the Southern Mahratta railway, who control the West of India Portuguese route, decline to throughbook by that route by rates other than those notified in accordance with Conference Regulations ?

Resolution No. 59. (*Vide* para. XXXV, appendix K)

it was proposed by Mr. J. Lightfoot, seconded by Lieutenant-Colonel G. F. Wilson, R.E. :—

(1) That Conference Rule 32 does not prohibit immediate replies being made to competitive rates quoted by railways or combined steamer and railway routes which are not parties to the Conference, and railways parties to the Conference throughbooking with such outside routes shall, for the information of all railways parties to the Conference, immediately furnish sufficient information to all railways interested to enable replies to be furnished.

(2) Also that railways so booking with outside routes should, as far as possible, endeavour to make them conform with Rule 32, but nothing in the Railway Conference Rules is intended to make a railway surrender its natural advantages connected with a sea or river route.

The Conference divided on the proposal. As, however, some of the delegates who had voted in Committee were not present, the voting as shown in the proceedings of the Committee was taken as the voting of the Conference on this proposal.

Ayes—49 votes.

	Votes.
J. Burn Murdoch (S. M. ry.)	6
E. H. Dwane (Nizam's ry.)	4
W. Drew (E. C. ry.)	4
J. Lightfoot (E. B. and C. P. Cs' rys.)	7
G. F. Wilson (O. & R. ry.)	6
A. E. P. Graves (B. N. ry.)	6
A. Izat (B. & N. W., R. & K. and B. D. rys.)	8
W. H. Spalding (S. I. ry.)	5
J. Stuart (A. B. ry.)	3

Noes—37 votes.

	Votes.
A. Muirhead (G. I. P. ry.)	8
W. B. Wright (I. M. ry.)	5
D. ff. Powell (B., B. & C. I. ry.)	9
E. F. Jacob (N. W. ry.)	10
F. Dunsterville (Madras ry.)	5

[Mr. W. A. Dring (E. I. ry.) did not vote.]

Proposal *agreed to.*

The consideration of the recommendation on Question No. 8 (Reconsideration of Regulation 54 (*d*) of the Railway Conference of 1899) was then proceeded with.

Proposed by Lieutenant-Colonel J. Burn Murdoch, R. E., seconded by Lieutenant-Colonel G. F. Wilson, R. E.:— Resolution No. 60. (*Vide* para XXXVII, appendix K.)

That the first sentence of Regulation 54 (*d*) which reads as under—

> Unpacked bicycles and tricycles when accompanying the owner as luggage shall be carried as one maund and two maunds, respectively, but at the sole risk of the owner and not subject to the free allowance They shall be carried at railway risk, packed, at parcel rates on actual weight, subject to a minimum as for one maund for bicycles and two maunds for tricycles.

be modified as follows :—

> Unpacl [illegible] allowance.

Agreed to without dissent.

The recommendation on Question No. 15 (Proposed concession rates for the carriage of animals of Circus troupes other than horses) and Supplementary paper No. 5 (Proposed modification in the concession rate for horses of Circus troupes) was then taken up for consideration.

Proposed by Mr. W. A. Dring, seconded by Mr. E. F. Jacob, C I.E :— Resolution No. 61. (*Vide* para. XLI, appendix K.)

[illegible]

Agreed to without dissent.

The consideration of the recommendation on Question No. 22 (Proposed modification in the rules regarding the concession to ministers, missionaries, etc.) was then proceeded with.

Proposed by Mr. W. H. Spalding, seconded by Mr. F. Dunsterville .— Resolution No. 62. (*Vide* para. XLII, appendix K)

That item 13 of appendix P to the Conference Proceedings of 1899 be amended to read as follows .—

> That m [illegible] number shall be allowed to [illegible] society.

Agreed to without dissent.

The recommendation on Question No. 27 (Conveyance of mail bags containing money under the weighment system) was then taken into consideration.

Proposed by Mr. A. E. P. Graves, seconded by Mr. D. ff. Powell :— Resolution No. 63. (*Vide* para. XLIII, appendix K)

> That the Government of India be asked to require the Postal Department to declare the contents of mail bags carried under the weighment system when containing treasure, and to pay freight on them at the special rates quoted for Government treasure

Agreed to without dissent.

The recommendation on Question No. 30 (Carriage of human ashes by rail) was then considered.

Resolution No. 64.
(*Vide* para. XLIV, appendix K)

Proposed by Mr. W. A. Dring, seconded by Mr. D. ff. Powell :—

That the replies to issues (*a*) and (*b*) which read as under—

(*a*) Whether it is desirable to carry human ashes by railway; and, if so,

(*b*) What regulations as to packing should be observed and what rates should be charged.

be as follows :—

(*a*) That it is desirable.

(*b*) That air-tight cases are essential, ordinary parcels rates being charged and pre-payment being made compulsory.

Agreed to without dissent.

The recommendation on Question No. 33 (Rules for the interchange of intermediate and third class privilege tickets over railways in India) was next taken up for consideration.

Resolution No. 65.
(*Vide* paras. XLVI and XLVII, appendix K.)

Proposed by Mr. J. Ligthfoot, seconded by Lieutenant-Colonel G. F. Wilson, R.E :—

That the rules as printed at pages lxxxii and lxxxiii of the Proceedings of the Railway Conference of 1899 may apply to open line employés temporarily employed on construction, but not to additional staff specially engaged for construction purposes.

That, subject to the exception made in favour of open line men temporarily employed, privilege tickets cannot be granted to employés on construction, the police postal, telegraph or any department other than employés actually engaged on a railway and paid in full by the railway administration.

Amendment proposed by Mr. W. B. Wright, seconded by Mr. A. Muirhead :—

That there be no alteration in the rules passed at the last Conference for the interchange of privilege tickets. This Conference, however, records that it is not intended that privilege tickets be granted under those rules to the police, postal, telegraph or any other employé not actually engaged on a railway and paid for in full by the railway administration.

The Conference divided on the amendment :—

Ayes—22 votes.

	Votes.
A. Muirhead (G. I. P. ry.)	8
W. B. Wright (I. M. ry.)	5
D. ff. Powell (B., B. & C. I. ry.)	9

Noes—61 votes.

	Votes.
J. Burn Murdoch (S. M. ry.)	6
C. J. Keene (E. C. ry.)	4
J. Lightfoot (E. B., C. P. Cs' B. & N. W., R. & K. and B. D. rys.)	15
G. F. Wilson (O. & R. ry.)	6
A. E. P. Graves (B. N. ry.)	6
E. F. Jacob (N. W. ry.)	10
F. Dunsterville (Madras and Nizam's rys.)	9
W. H. Spalding (S. I. ry.)	5

[Mr. W. A. Dring (E. I. ry.) did not vote.]

The amendment having been lost, the Conference voted on the original proposal:—

Ayes—61 votes.

	Votes.
J. Burn Murdoch (S. M. ry.)	6
C. J. Keene (E. C. ry.)	4
J. Lightfoot (E. B., C. P. Cs', B. & N. W., R. & K. and B. D. rys.)	15
G. F. Wilson (O & R. ry.)	6
A. E. P. Graves (B. N. ry.)	6
E. F. Jacob (N. W. ry)	10
F. Dunsterville (Madras and Nizam's rys.)	9
W. H. Spalding (S I. ry.)	5

[Mr. W. A. Dring (E. I ry.), Mr W. B. Wright (I. M. ry.), Mr. A. Muirhead (G. I. P. ry.) and Mr. D. ff. Powell (B., B. and C. I. ry.) did not vote.]

Proposal *agreed to.*

The recommendation on Question No. 34 (Adoption of measures to make goods vehicles more secure than they are at present so as to prevent thefts of grain from running trains) was then considered.

Proposed by Mr. J. Lightfoot, seconded by Mr. E. F. Jacob, C.I E.:— **Resolution No. 66.** (*Vide* para XLIX, appendix K.)

That the railways, while recognizing the defects complained of, would beg to be allowed to state that the matter is constantly under enquiry and will continue to receive attention; also that all practical precautions possible have, as far [illegible] preventing thefts from wagons.

Agreed to without dissent.

The recommendation on Supplementary paper No. 10 (Proposed alteration in the form of passenger tickets) was next taken up for consideration.

Proposed by Mr. A. Muirhead, seconded by Mr. W. B. Wright:— **Resolution No. 67.** (*Vide* para L, appendix K.)

That in lieu of the coupon suggested in paragraph 8 of appendix U of Conference Proceedings of 1899, *vide* Resolution 70, a ticket, as per specimen on the margin, might be adopted.

000 Bombay to POONA SECOND CLASS Rs 7-8-0. Return coupon. (Not transferable) to be exchanged for a second class ticket within six months. Poona to Bombay No. 000

Agreed to without dissent.

The recommendation on Supplementary paper No. 2 (Facilities for the issue of tickets for circular tours to residents in India) was then considered.

Resolution No. 68.
(*Vide* para. LI, appendix K.)

Proposed by Mr. J. Lightfoot, seconded by Mr. W. A. Dring :—

That Messrs. Thomas Cook and Son be asked to draw up a list of tours they would propose for adoption, and to submit them to the Secretary of the Railway Conference for circulation to the Standing Committee, this Conference being of opinion that they may be able to agree to Messrs. Thomas Cook and Son's terms* as regards such tours as may be acceptable, provided that it can be shewn that the proposals will not interfere with existing traffic, and that it is clearly understood that the object of the proposal is to develop a new traffic.

* *Vide* appendix M.

Agreed to without dissent.

The consideration of the recommendation on Question No. 45 (Assimilation of the leave rules in operation on the several railways in India) was then proceeded with.

Resolution No. 69.
(*Vide* para. LII, appendix K.)

Proposed by Mr. W. H. Spalding, seconded by Mr. A. Muirhead :—

That the draft† of a uniform set of leave rules, the whole or any portion of which may be adopted by Indian railways, as formulated by Sub-Committee and approved of by Committee No. 2, be approved of by this Conference and submitted for the favourable consideration of the Government of India and the Boards of Directors of the different railways.

† *Vide* annexure No. 1, appendix K.

Agreed to without dissent.

Resolution No. 70.
(*Vide* para. LIII, appendix K.)

Proposed by Mr. C. J. Keene, seconded by Mr. J. Lightfoot :—

That the form‡ submitted by the Sub-Committee referred to in paragraph XVI of the Proceedings of Committee No. 1 be approved of by the Conference.

‡ *Vide* annexure No. 2, appendix K.

Amendment proposed by Mr. J. Lightfoot, seconded by Mr. F. Dunsterville :—

That the form be adopted subject to such modifications as may be agreed upon subsequently by the members of the Sub-Committee after any reference found necessary by the auditors of the several railways concerned and made direct to either Messrs. Dwane, Dunsterville or Lightfoot at their respective head-quarters. Any railway not communicating with the Sub-Committee before January 1st will be considered as having no objection, and in case of any railway disagreeing with Sub-Committee, the form will be referred by them to the Standing Committee, who must reply within two months.

Amendment *agreed to* without dissent.

On Question No. 12 (The desirability of excluding from the Conference Regulations all rules relating to rates and fares which are not binding) being next taken up for consideration, it was decided that owing to the Conference for next year being constituted on new lines, it need not be considered.

Resolution No. 71.

Proposed by Mr. A. E. P. Graves, seconded by Mr. D. ff. Powell :—

That the rules as passed by this Conference be given effect to from 1st January 1901.

Agreed to without dissent.

Resolution No. 72.

Proposed by Mr. W. H. Spalding, seconded by Lieutenant-Colonel J. Burn Murdoch, R.E. :—

That the best thanks of the Conference be given to Mr. Brereton for the consideration he has shown to the delegates in all matters affecting the work of this Conference, and also to Captain McElhinny, R.E., the Secretary, for the assistance he has invariably given to all the members.

Carried unanimously.

The work of the Conference being over, the President addressed the meeting as follows :—

GENTLEMEN,

We have now disposed of all the business of this Conference and you are, I think, to be congratulated on the speedy and harmonious manner in which the work has been done.

For my own part, I desire specially to thank Mr. Izat, Colonel Wilson and Mr. Lightfoot, the Chairmen of the Committees, for the able and businesslike manner in which they conducted the proceedings, and so relieved me of much work as President, and I think great credit is due to all the delegates and other gentlemen who attended the Conference for the thorough manner in which every question was considered and settled. So complete was the work done in Committee that when the full Conference assembled nothing remained but to accept the resolutions proposed, and these were, with few exceptions, agreed to without discussion or dissent.

I think we have reason to be pleased with the satisfactory settlement of the question of voting powers to be allotted to the various railways, more especially if it leads ultimately to the Conference Regulations being made binding on all railways.

One of the most important changes which you have recommended is that the Conference shall be held yearly and reconstituted with your own President and Secretary. If after reference to your Boards this proposal is agreed to, it will take some time before the new arrangements can be brought into force. In the meantime the work of the Secretary will be carried on as hitherto by the Under Secretary to the Government of India.

With these few remarks, Gentlemen, I declare this Conference closed.

A. BRERETON,

Chairman.

APPENDICES.

Appendix A.

(*Vide* RESOLUTION NO. 1.)

Abstract of cases referred to the Standing Committee of the Conference under clause (d) of Resolution 51 of the Railway Conference of 1899 and decisions recorded thereon.

No. 1.

Whether under Regulation 28 which lays down that the minimum rate between junctions shall be fixed by the railway or railways owning the shorter route—

(*a*) It is permissible for two or more railways to quote a rate by a longer route between or *viâ* any two junctions not situated on the same railway which is lower than the rate in force between those junctions by the shortest route.

(*b*) Whether Regulation 28 also applies when the two stations between which the rate is quoted are not junctions and are not situated on the same railway.

(*c*) Whether in the event of the answer to (*b*) being in the negative, it is not an evasion of the rules for two or more railways to combine and quote a rate between stations, which is lower than the rate by the shortest route, and

(*d*) Whether such evasion of the rules should not be treated under Regulation 32 (*f*), traffic carried under these rates being dealt with under Regulation 29

The question has been held over for decision at the Conference of 1900, *vide* No. 40 on the list in appendix C.

No. 2.

Whether Regulation 46 (*c*), which lays down the minimum charge for treasure, applies also to copper coins.

The question has been held over for decision at the Conference of 1900, *vide* No. 39 on the list in appendix C.

No. 3.

The Madras railway which had dissented from Regulation 53 (*h*), but had accepted Regulation 32 and also Resolution 51 of the Railway Conference of 1899, notified in advice No. 12, dated 20th December 1899, certain rates in contravention of Regulations 32 and 53 (*h*). The Great Indian Peninsula and Southern Mahratta railways which were concerned and which had adopted both the regulations and the resolution referred to replied by changing their rates, also in contravention of those regulations. The points for decision were—

(*a*) Is the Madras railway advice No. 12, dated 20th December 1899, in order?

(*b*) If the reply to (*a*) is in the affirmative, are the Great Indian Peninsula and Southern Mahratta Railways in order in treating the Madras railway as not a party to Conference Regulations within the meaning of Resolution 51 of the Railway Conference of 1899? If so, can the advices of these railways take effect from the dates notified therein?

The first question was answered in the negative by a majority of railways whose votes amounted to considerably over $\frac{2}{3}$ of the votes of railways who voted on the proposal. Even some of the railways who answered the first

question in the affirmative held that the Madras railway could not increase its own proportion of charge in a through parcel at the expense of other railways without their consent.

No. 4.

What period of time should be covered by the word "immediately" in Regulation 35 (*c*)?

The question has been held over for decision at the Conference of 1900, *vide* No. 35 on the list printed in appendix C.

No. 5.

Whether the "N.B." to Regulation 7 applies only to coaching stock or to goods stock as well.

The question has been held over for decision at the Conference of 1900, *vide* No. 41 on the list printed in appendix C.

No. 6.

How are the "hire charges" referred to in Regulation 11 (*c*) to be calculated?

The question has been held over for decision at the Conference of 1900, *vide* No. 42 on the list printed in appendix C.

No. 7.

Whether Regulation 14 (*c*) authorizes the levy of a special rate for the first 48 hours of 4 annas for every 10 miles, or requires that nothing should be charged for the first 48 hours, provided the total hire payable is not less than 4 annas for every 10 miles.

The question has been held over for decision at the Conference of 1900, *vide* No. 43 on the list printed in appendix C.

No. 8.

A passenger booked from Allahabad to Hardwar *viâ* Cawnpore travelled *viâ* Saharanpur, not having been detected at Cawnpore or at Aligarh.

The points for decision are—

(*a*) Whether under Regulation 37 the fare from Cawnpore to Lhaksar *viâ* Saharanpur should be debited to joint expenses at Cawnpore, the first junction which allowed the mistake to occur, or to Cawnpore and Aligarh ; also,

(*b*) Whether the fare should be debited to the first junction only even in cases in which junctions beyond the one committing the mistake are not common to the railways first concerned, *e.g.*, a passenger booked from Bombay to Bareilly *viâ* Itarsi, Tundla and Aligarh, but who travelled *viâ* Fatehabad, Rutlam and Tundla.

The question has been held over for decision at the Conference of 1900, *vide* appendix B to Question No. 17 on the list printed in appendix C.

No. 9.

Whether the rules for the interchange of intermediate and 3rd class privilege tickets printed at pages LXXXII and LXXXIII of the Proceedings of the Railway Conference of 1899 are applicable only to open line employés, or also to persons employed on construction works.

The question has been held over for decision at the Conference of 1900, *vide* No. 33 on the list printed in appendix C.

Appendix B.

(*Vide* RESOLUTION NO 1.)

No. 55, dated the 21st June 1900.

From—The Secretary, Railway Conférence,

To—The Agents, East Indian, Indian Midland, Great Indian Peninsula, Bombay, [illegible] Indian railways, [illegible] Central, Bengal [illegible] Bengal railways; [illegible] Guaranteed State railways; the Managers, North Western, Oudh and Rohilkhand, Eastern Bengal and East Coast railways; the Secretary, Calcutta Port Commissioners' railway; the General Manager and Chief Engineer, Darjeeling-Himalayan railway; the Resident Engineer and Agent, Barsi Light railway.

With reference to paragraph 1 of Railway Conference letter No. 10,* dated the 20th February 1900, I am directed to inform you that it has been decided that the Railway Conference shall re-assemble at the Public Works Department Secretariat, Simla, at 12 noon on Monday the 10th September 1900

* Not printed.

2. I am to add that the President will be glad to receive the name of the delegate who will represent your railway at the Conference.

Appendix C.

(*Vide* RESOLUTION NO. 1.)

No. 99, dated the 27th August 1900.

From—The Secretary, Railway Conference,

To—The Agents, East Indian, Indian Midland, Great Indian Peninsula, Bombay, Baroda and Central India, Southern Mahratta and South Indian railways; the Agents and Chief Engineers, Bengal-Nagpur, Bengal Central, Bengal and North-Western, Rohilkund and Kumaon and Asssm-Bengal railways; the Agents and Managers, Madras and the Nizam's Guaranteed State railways; the Managers, North Western, Oudh and Rohilkhand, Eastern Bengal and East Coast railways; the Secretary, Calcutta Port Commissioners' railway; the General Manager and Chief Engineer, Darjeeling-Himalayan railway; the Resident Engineer and Agent, Barsi Light railway.

With reference to Railway Conference letter No. 43,* dated the 30th May 1900, I have the honour to forward a revised list of questions for decision at the Railway Conference to be held on the 10th September 1900 and following days, and to request that it may be substituted for the list * circulated with Railway Conference letter * No. 10, dated 20th February 1900.

* Not printed.

2. Papers relating to the subjects mentioned in the list have already been circulated.

Appendix C—*continued.*

[Enclosure to Railway Conference letter No. 99 of 1900.]

List of questions circulated for decision at the Railway Conference of 1900.

Question No.	Subject.
1	Scale of voting powers.
2	Introduction of a 'cooly' class on Indian railways.
3	Reconsideration of rates and conditions for the carriage of foreign railway materials and stores, excluding coal (Schedule C to the Government of India Circular No. 8 Ry., dated 4th May 1895).
4	Limitation of the period within which audit adjustments of through traffic accounts shall be permissible.
5	Reweighment of coal at junctions when there is a break of gauge and consequent transhipment or even when there is no break of gauge.
6	Modification of Rules 4, 102, 180 and 181 of the General Rules for open lines.
7	Proposed modification in the rules regarding the concession to school children.
8	Reconsideration of Regulation 54 (d) of the Railway Conference of 1899.
9	Proposed concession for the carriage of exhibition goods and of horses and ponies attending shows.
10	Simplification of parcel rates.
11	Proposed concession for commercial travellers' luggage.
12	The desirability of excluding from the Conference Regulations all rules relating to rates and fares which are not binding.
13	Demurrage on wagons sent for back loading a particular class of traffic.
14	Reconsideration of Regulation 35 (d) of the Railway Conference of 1899
15	Proposed concession rates for the carriage of animals of Circus troupes other than horses.
16	Reconsideration of the basis on which Regulations 13 to 16 of the Railway Conference of 1899 were framed.
17	Reconsideration of Regulation 37 of the Railway Conference of 1899
18	Procedure to be adopted in the remission of wharfage charges at joint stations.
19	Treatment of passing, interchange and local traffic in the division of joint station expenses.
20	Proposed modification of Regulation 14 (d) of the Railway Conference of 1899.
21	Reconsideration of Regulation 31 (b) of the Railway Conference of 1899
22	Proposed modification in the rules regarding the concession to ministers, missionaries, etc.
23	Recovery of excess fares and excess charges.
24	Proposed charge for the haulage of empty trucks over foreign railways.

Appendix C—*concluded.*

List of questions circulated for decision at the Railway Conference of 1900— concluded.

Question No.	Subject.
25	Reconsideration of Regulation 21 (a) of the Railway Conference of 1899.
26	Power of railway administrations to recover undercharges.
27	Conveyance of mail bags containing money under the weighment system.
28	Reconsideration of Regulation 32 of the Railway Conference of 1899.
29	The establishment of a yearly Conference with a paid Secretary and office staff.
30	Carriage of human ashes by rail.
31	Proposed modification in the rule regarding the concession to cricket teams.
32	Revision of rates for the haulage of special trains for high officials of Government.
33	Rules for the interchange of intermediate and third class privilege tickets over railways in India.
34	Adoption of measures to make goods vehicles more secure than they are at present so as to prevent thefts of grain from running trains.
35	Interpretation of Regulation 35 (e) of the Railway Conference of 1899.
36	Refund of overcharges by railway administrations.
37	Revision of the existing form of requisition, and the adoption of a special form of ticket, for the haulage of special trains, etc., for high officials of Government.
38	Reconsideration of Resolution 51 of the Railway Conference of 1899.
39	Interpretation of Regulation 46 (c) of the Railway Conference of 1899.
40	Interpretation of Regulation 28 of the Railway Conference of 1899.
41	Interpretation of the "N.B." to Regulation 7 of the Railway Conference of 1899.
42	Reconsideration of Regulation 11 (c) of the Railway Conference of 1899.
43	Interpretation of Regulation 14 (c) of the Railway Conference of 1899.
44	The endorsing of invoices to indicate whether consignments are carried at railway or owner's risk.
45	Assimilation of the leave rules in operation on the several railways in India.

Appendix D.

(*Vide* RESOLUTION NO. 1.)

No. G.—2794, dated the 21st August 1900

From—The General Manager and Chief Engineer, Darjeeling-Himalayan railway,

To—The Secretary, Railway Conference.

In reply to your letter No 55 of the 21st June last, I have the honour to state that this Company's Board of Directors do not consider it necessary that this railway should be represented at the Conference of 1900.

No. 2101, dated the 26th August 1900.

From—The Acting Agent, Barsi Light railway,

To—The Secretary, Railway Conference.

In reply to your No. 55 of 21st June 1900, I have the honour to state this railway will not be represented at the ensuing Railway Conference, as Mr. Alexander, the Resident Engineer and Agent, is in England.

I John Monthermer Montague of Jalpaiguri being the Manager and Engineer-in-Chief of the Bengal Dooars Railway Company, Limited, and entitled to two votes hereby appoint Alexander Izat, Agent and Chief Engineer of the Beng[illegible] to vote for me and on my beha[illegible] on the 10th day of September [illegible]

As witness my hand this 29th day of August 1900.

Witness—	(Sd.) J. M. MONTAGUE,	One anna stamp.
HARENDRA LALL ROY,	Manager and Engineer-in-Chief,	
Accountant, Bengal Dooars ry.,		
MANAGER'S OFFICE;	Bengal Dooars Railway Compy., Ld.	
29th August 1900.	*29th August 1900.*	

N.B.—The following telegram having been received from the Secretary Calcutta Port Commissioners' railway, on the 11th September 1900, Mr J Lightfoot, Officiating Manager, Eastern Bengal State railway, represented the Calcutta Port Commissioners' railway from the same date

"The Commissioners in meeting yesterday approved their being represented at Conference by Mr Lightfoot."

Appendix E.

(*Vide* Resolution No. 1.)

List of delegates.

Railway (in alphabetical order).	Delegate.	
	Name.	Designation.
Assam-Bengal	J. Stuart, Esq.	Traffic Manager.
Bengal and North-Western (*a*)...	A. Izat, Esq., C.I.E. ...	Agent and Chief Engineer.
Bengal Dooars (*a*) ...	A. Izat, Esq., C.I.E. ...	Agent and Chief Engineer, Bengal and North-Western railway.
Bengal-Nagpur	A. E. P. Graves, Esq. ...	Traffic Manager.
Bombay, Baroda and Central India (including Rajputana-Malwa). (*b*)	Lieut.-Col. H. D. Olivier, R.E.	Agent.
East Coast (*c*)	W. Drew, Esq.	Officiating Manager.
Eastern Bengal	J. Lightfoot, Esq. (*d*) ...	" "
East Indian	W. A. Dring, Esq. ...	General Traffic Manager.
Great Indian Peninsula (*e*) ...	A. Muirhead, Esq. ...	" " "
Indian Midland	W. B. Wright, Esq. ...	" " "
Madras	F. Dunsterville, Esq. ...	Chief Auditor.
Nizam's Guaranteed State(*f*) ...	E. H. Dwane, Esq. ...	" Accountant and Auditor.
North Western	E. F. Jacob, Esq , C.I.E. ...	Officiating Manager.
Oudh and Rohilkhand ...	Lieut.-Col. G. F. Wilson, R.E.	Manager.
Rohilkund and Kumaon (*a*) ...	A. Izat, Esq., C.I.E. ...	Agent and Chief Engineer.
Southern Mahratta ...	Lieut.-Col. J. Burn Murdoch, R.E.	Agent.
South Indian	W. H. Spalding, Esq. ...	Acting Agent.

(*a*) Was also represented by Mr. J. Lightfoot, Offg. Manager, Eastern Bengal State railway, during the absence of Mr. A. Izat, C.I.E.

(*b*) Was also represented by Mr. D. ff. Powell, Acting General Traffic Manager, Bombay, Baroda and Central India railway, during the absence of Lieutenant-Colonel H. D. Olivier, R.E.

(*c*) Was also represented by Mr. C. J. Keene, Traffic Superintendent, East Coast railway, during the absence of Mr. W. Drew.

(*d*) Also represented the Calcutta Port Commissioners' railway with effect from the 11th September 1900, *vide* note at foot of page vii *ante*.

(*e*) Was also represented by Mr. W. B. Wright, General Traffic Manager, Indian Midland railway, during the absence of Mr. A. Muirhead.

(*f*) Was also represented by Mr. F. Dunsterville, Chief Auditor, Madras railway, during the absence of Mr. E. H. Dwane.

Appendix F.

(*Vide* RESOLUTION NO. 1.)

List of supplementary papers circulated for consideration at the Railway Conference of 1900.

1. Interpretation of Regulation 20 (*b*) and (*c*) of the Railway Conference of 1899.

2. Facilities for the issue of tickets for circular tours to residents in India.

3. Reconsideration of Regulation 7 of the Railway Conference of 1899.

4. Proposed modification of Regulation 3 (*b*) of the Railway Conference of 1899.

5. Proposed modification in the concession rate for horses of Circus troupes.

6. Mode of crediting demurrage charges on foreign coaching stock realized from passengers under the tariff rules.

7. Note by Mr. J. Lightfoot on the advisability of establishing an Indian Railway Clearing House and on other matters.

*8. Reconsideration of Regulation 19 (*e*) of the Railway Conference of 1899.

*9. Introduction of annual for half-yearly inspections of railways.

*10. Proposed alteration in the form of passenger tickets.

*11. Power of railway administrations to refuse claims under a Regulation classed by the Railway Conference as binding.

*12. Applicability of Conference Regulations to railway rates when there is a competitive route partly by rail and partly by sea, the Companies controlling the latter not being parties to the Conference Regulations.

*13. Power of railways to respond by notifying competitive rates for traffic in regions other than those affected by the rates first notified.

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* Added after the 10th September 1900 by order of the President

Appendix G.

(*Vide* RESOLUTION NO. 1.)

Sub-Committee No. 1.

Questions regarding interchange of rolling-stock, establishment of a yearly Conference, etc.

Nos. 6, 13, 16, 20, 24, 25, 29, 32, 41, 42 and 43, and supplementary papers Nos. 1, 3, 4, 6, and 7, and also Questions Nos. 38 and 12, if not disposed of by the full Committee at the opening of the Conference.

Sub-Committee No. 2.

Questions concerning rates and fares, audit matters and leave rules.

Nos. 3, 4, 5, 14, 17, 18, 19, 21, 23, 26, 28, 35, 36, 37, 39, 40, 44 and 45.

Sub-Committee No. 3.

Questions regarding concessions and minor matters.

Nos. 2, 7, 8, 9, 10, 11, 15, 22, 27, 30, 31, 33 and 34, and supplementary papers Nos. 2 and 5.

Appendix H.

(*Vide* Resolution No. 5.)

Scale for votes on mileage basis—

Not exceeding 250 miles ...	1 vote.	Above 1,500 to 2,000 miles ...	6 votes.
Above 250 to 500 ,, ...	2 votes.	,, 2,000 to 2,500 ,, ...	7 ,,
,, 500 to 750 ,, ...	3 ,,	,, 2,500 to 3,000 ,, ...	8 ,,
,, 750 to 1,000 ,, ...	4 ,,	,, 3,000 ,, .	9 ,,
,, 1,000 to 1,500 ,, ...	5 ,,		

Scale for votes on freight ton-mileage basis—

Not exceeding 10 million freight ton-miles	1 vote.	Above 250 million to 400 million freight ton-miles	7 votes.
Above 10 million to 50 million freight ton-miles	2 votes.	Above 400 million to 600 million freight ton-miles	8 ,,
Above 50 million to 100 million freight ton-miles	3 ,,		9 ,,
Above 100 million to 150 million freight ton-miles	4 ,,		10 ,,
Above 150 million to 200 million freight ton-miles	5 ,,		11 ,,
Above 200 million to 250 million freight ton-miles	6 ,,	miles	12 ,,

Railway.	Mileage, open and under construction, on the 31st December 1899	Half number of votes on mileage basis	Actual freight ton-mileage for 1899.	Half number of votes on freight ton-mileage basis.	Total number of votes for each delegate.
East Indian	2 253¾	3½	1 941,958,431	6	10
North Western	3 762½	4½	942,182,580	5	10
Bombay, Baroda and Central India ...	2,883¾	4	915,825,308	5	9
Bengal and North-Western	1,336½	2½	165,120,535	2½	} 8
Rohilkund and Kumaon	285	1	28,377,217	1	
Bengal Dooars	153	½	1,032,780	½	
Great Indian Peninsula	1,560½	3	790 200,469	4½	8
Eastern Bengal	1,048¾	2½	237,724,111	3	} 7
Calcutta Port Commissioners' ..	8½	½	1,006,686	½	
Southern Mahratta	1,592½	3	177,254,853	2½	6
Bengal-Nagpur	1,399	2½	240,417,180	3	6
Oudh and Rohilkhand	1,149½	2½	222,274,119	3	6
Indian Midland	1,238¾	2½	169,174,112	2½	5
Madras	996	2	177,597,604	2½	5
South Indian	1,313	2½	116,545 035	2	5
His Highness the Nizam's Guaranteed State.	735¾	1½	125,594,486	2	4
East Coast	807¾	2	102,637,439	2	4
Assam-Bengal	735½	1½	37,427,040	1	3

Appendix J.

(*Vide* RESOLUTIONS 6 TO 20 AND 33 TO 44.)

Proceedings of Committee No. I, on the 11th September 1900, at 11-30 A M.

The time of meeting was altered to 11-30 from 11 to allow officers to attend to the current work of their respective railways in the morning.

PRESENT:

LIEUTENANT-COLONEL G. F. WILSON, R.E., *Oudh and Rohilkhand railway, Chairman.*

MR. A. MUIRHEAD, *Great Indian Peninsula railway.*

MR. W. B. WRIGHT, *Indian Midland railway.*

MR. J. LIGHTFOOT, *Eastern Bengal State railway and Calcutta Port Commissioners' railway.*

MR. A. IZAT, C.I.E., *Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars railways.*

LIEUTENANT-COLONEL H. D. OLIVIER, R.E., *Bombay, Baroda and Central India railway.*

MR. E. F. JACOB, C.I.E., *North Western railway.*

MR. J. STUART, *Assam-Bengal railway.*

LIEUTENANT-COLONEL J. BURN MURDOCH R.E., *Southern Mahratta railway.*

MR. F. DUNSTERVILLE, *Madras railway.*

MR. E. H. DWANE, *Nizam's Guaranteed State railway.*

MR. W. DREW, *East Coast railway.*

MR. W. H. SPALDING, *South Indian railway.*

MR. A. E. P. GRAVES, *Bengal-Nagpur railway.*

MR. W. A. DRING, *East Indian railway.*

MR. A. W. U. POPE, *Oudh and Rohilkhand railway, Secretary.*

Also attended—

MR. F. B. HEBBERT, *Consulting Engineer.*

MR. R. BAGNALL, *Bengal and North-Western railway.*

MR. D. ff. POWELL, *Bombay, Baroda and Central India railway.*

MR. M. WRENCH, *Indian Midland railway.*

I.—It was unanimously agreed that each question shall be decided on a bare majority of votes, each delegate recording the number of votes registered against the railway he represents as per Resolution No. 2 of Proceedings of Railway Conference of 1900, the Chairman having one casting vote over and above the votes registered against his railway to be used in case of ties in voting.

II.—It was also unanimously agreed that Committees No. 1 and No. 2 be called Committees and not Sub-Committees, with power to appoint Sub-Committees to report on special minor questions.

Question No. 6.

Modifications of rules 4, 102, 180 and 181 of General Rules for open lines

(*Vide* also paras. VIII and XIV.)

III.—Question No. 6 of the agenda was considered, *viz.*, the modifications of rules 4, 102, 180 and 181 of the General Rules for open lines.

(*a*) *Read rule 4 and its proposed modification in printed Question No. 6.*

Proposed by Mr. Jacob—That rule 4 stand as it is for the following reasons:—

(i) The existing rule appears to the Committee to provide sufficient precautions for the working of the train following system and no apparent necessity has been shown to exist for the proposed alteration.

(ii) It would be difficult for the first clause of the new rule to be complied with, as the staff at a station or signal box cannot always assure the driver of a train that the line on which he is to travel is "absolutely clear of trains and all other known impediments," and such an assurance, if given, might cause misapprehension. Riding and material trollies can at any time be placed on the line between stations.

(iii) With regard to the proposed new rule (ii) (*a*), the alteration, if made, would have to be adopted by all railways to which the General Rules have been applied, including, some branch or light railways worked on the "train staff and ticket system," where telegraph lines have not been constructed and no communication exists that would enable one station to ascertain that there is a clear line in the station yard ahead for the reception of the *preceding* train.

Appendix J—*contd.*

(iv) Rule (ii) (*b*) would preclude a *following* train being started, although the necessity may only arise after one train has actually left the station and before it has reached the next; while such a rule would have a tendency to cause the train staff with the first train to neglect to carry out the rules for the protection of trains stopped between stations, if according to their time they supposed a *following* train was not due at that spot, which might cause an accident. Modifications of rules 4, 102, 180 and 181 of the General Rules for open lines—(*continued*).

Mr. Jacob's proposal was carried.*

(*b*) *Read rule 102 and its proposed modification in printed Question No. 6.*

Mr. Muirhead put in a proposal which will be printed and considered at a future meeting.

(*c*) *Read rules 180, 181 and 182 and the proposed alterations thereto in printed Question No. 6.*

Proposed by Lieutenant-Colonel Olivier—That the proposed new rule 180 be rejected and the amalgamation of rules 181 and 182 be not carried into effect, for the following reasons :—

(i) The general application of the use of lighted fusees as signals is considered to be somewhat premature in this country, but if any railway administration can be induced to try what is at present an experimental procedure, there is nothing in the General Rules to prevent such railway issuing the instructions to its staff as a subsidiary rule, and when its value under the varying conditions prevailing in India has been proved on several railways the rule might be introduced generally.

(ii) In a dry part of India the lighted fusee might set fire to valuable jungle and timber. In other parts where jungle fires all along the line are constantly burning, a driver might omit to see the fusee or he might take the lighted jungle to be a fusee light and stop his train thereby causing loss of time and detention. In a wet district or during the monsoon the fusee would be very likely to be extinguished by falling into water or by heavy rain.

Lieutenant-Colonel Olivier's proposal was carried.†

* *Vide* Resolution No. 6.

† *Vide* Resolution No 8.

Question No. 13.

IV—Question No. 13 of the agenda was considered, *viz.*, demurrage on wagons sent for back loading a particular class of traffic. Demurrage on wagons sent for back loading a particular class of traffic.

Proposed by Mr. Dring—That it be recorded that demurrage is not leviable under existing regulations on wagons sent for back loading a particular class of traffic.

1st amendment by Mr. Muirhead—Wagons sent for back loading a particular class of traffic other than in response to a call under Conference Regulations are, in the absence of special arrangements, subject to hire and demurrage in accordance with Conference Regulations. No alteration in existing rules is required.

2nd amendment by Mr. Lightfoot—That the supply of wagons by a railway for the carriage of its own coal is a private arrangement outside Conference Rules and should be paid for at a rate per diem to be mutually agreed upon. The rate of hire should from time to time be modified unless the coal-supplying railway arranges to give another railway its fair proportion of wagons as a member of the ordinary public. If such fair proportion be not obtained, hire should be increased proportionately.

3rd amendment by Mr. Jacob—That demurrage is leviable on wagons sent by special arrangement for back loading a particular class of traffic; but the Committee recognises the difficulty which exists in the coal traffic, and therefore in the case of this traffic only, considers the payment specified in 16 (*c*) should be calculated at twice instead of four times the hire specified in Regulation 14 (*a*).

The 3rd amendment by Mr. Jacob was carried.‡

36 voted for the amendment and 14 against it.

‡ *Vide* Resolution No. 9.

Question No. 16.

Consideration of Question No. 16 was postponed to the next sitting, awaiting (*Vide* also paras. IX, XI and XVI).

Appendix J—*contd.*

Question No. 20.

Modification of Regulation 14 (*d*), Carriage of passengers and live-stock in goods wagons or coaching stock not fitted with automatic vacuum brake.

V.—Question No. 20 in the agenda was considered.

Mr. Muirhead proposed—

Goods vehicles carrying passengers or live-stock of any kind or coaching stock, however loaded, not fitted with the automatic vacuum brake (accepted and worked by goods trains) booked through shall be charged for as per clause (*a*) of the Regulation and shall not be treated as coaching vehicles.

1st amendment by Mr. Wright—That the following be added to 13 (*b*) :—
That half hire shall also be charged on coaching stock loaded or empty not fitted with the automatic vacuum brake when accepted and worked on goods trains.

2nd amendment by Mr. Lightfoot—That Rules 13 and 14 of Conference Regulations remain unaltered in regard to vehicles not fitted with vacuum brake.

* *Vide* Resolution No. 10.

The 2nd amendment was put to the meeting and carried.*

68 voted for the 2nd amendment and 13 against it.

VI.—Appendix A to Question No. 20 was considered.

Mr. Wright proposed the following revision of Regulation 14 (*d*) :—

Goods vehicles carrying passengers or live-stock of any kind booked through shall be considered as of a carrying capacity of 6 tons for the standard gauge and 4 tons for the metre gauge, and charged for on that tonnage as per clause (*a*) of this Regulation.

Amendment by Mr. Lightfoot—That in lieu of Conference Regulation 14 (*d*) of 1899, Conference Regulation 14 (*c*) of 1893 be adopted.

Mr. Lightfoot's amendment was put to the Committee and lost.

† *Vide* Resolution No. 11.

Mr. Wright's original proposal was carried† on a show of hands.

2nd Meeting, 12th September 1900, at 3 P. M.

Mr. H. Wenden, Manager, Great Indian Peninsula railway, also attended the meeting.

VII.—The minutes of meeting No. 1 were read and confirmed.

Question No. 6—(*continued*).

(*Vide* also paras. III and XIV).

VIII.—Mr. Muirhead's proposals regarding the modification of General Rule 102 were considered and the discussion was postponed to the next meeting on the forenoon of the 13th September 1900.

Mr. Muirhead's proposal :—

Rule 102 (modified)—

On double line.—When a Home signal is at danger or "on" no train must pass it or foul the points or crossings to which it applies except—

(*a*) When there is a calling-on arm.

(*b*) When the signal is defective (see rule 108).

(*c*) When single line working is in operation during an obstruction.

On single line.—(i) When a Home signal protecting a junction is at danger or "on" no train must pass it or foul the crossings or points to which it applies except—

(*a*) When there is a calling-on arm.

(*b*) When the signal is defective (see rule 108).

Appendix J—*contd.*

(ii) When a Home signal other than one protecting a junction described in clause (i) above is at danger or "on" no train must pass it or foul the crossings and points to which it applies except—

(*a*) Where there is a calling-on arm.

(*b*) When the signal is defective (see rule 108).

(*c*) When it is necessary to admit a train upon a road for which a signal is not provided and then only after such train has been brought to a dead stop and the driver directed to do so by hand signals displayed by a railway servant appointed in this behalf by the authorised officer.

Note.—Facing points at either end of stations are not considered as junctions within the meaning of clause (i) of this rule.

Rule 103 (modified)—

On double line.—When a starting signal is at danger or "on" no train must pass it or foul the points or crossings to which it applies except—

(*a*) Where there is a shunting arm.

(*b*) When the signal is defective (see rule 108).

(*c*) When single line working is in operation during an obstruction.

(*d*) Wh [illegible]

On single line.—Same as above for double line, but omitting clause (*c*).

Question No 16—(*continued*)

IX —Question No. 16 postponed from the 1st meeting was discussed and Mr. Izat's note was considered. Rate for hire of stock. (*Vide* also paras. XI and XVI).

Mr. Izat's note—

It is understood that the Conference of 1899 in altering the charges for stock running on foreign lines from "Mileage" to "Hire per hour" desired to hasten the running of stock over foreign lines and expedite its return to parent lines.

This the rules adopted fail to achieve.

The number of hours allowed free before demurrage can be charged is generally greater under the new rules of 1899 than what it was previously (compare columns A and C of the attached statement) and the time which stock appears to be actually absent from the parent line, according to the experience of the Rohilkund and Kumaon railway, is not much less than the free time allowed under the old rules.

The "hire" for wagon under the new rules for distances over 100 miles is very much less than what the charges would be under the old rules.

For distances less than 100 miles the charges under the old and new rules are much the same—see columns D and E of the attached statement.

The new rules are thus entirely in favour of foreign lines, and the charge for hire is so low and the free time so great before demurrage can accrue, that foreign lines have practically no interest in returning stock back quickly to parent lines.

The latter are thus deprived of their stock generally at the time when they most require it for their own line, and that for a pittance which is altogether inadequate and in no way recompenses them for what the stock would earn on their own lines.

The apparent object of the Conference of 1899 in altering the rules has thus not been attained, and the new rules are quite unsuitable for parent lines.

ALEXANDER IZAT.

(SIMLA [illegible])

Appendix J—*contd.*

les' of 1899, as compared with what the charges would have been under the Rules force.

ons according to old and new Conference Rules.

HIRE AND DEMURRAGE UNDER NEW RULES															
						Free allowance									
Number of hours absent from parent line	Short distance allowance.	Number of hours on which hire is due.	Tons of carrying capacity per hour	Distance from Aishbagh junction	Total distance run (outward and return journeys)	For unloading at destination	For reloading at destination	Short distance allowance	Dies non allowance	Running at 5 miles an hour	Total number of hours free	Number of hours detained beyond the free time	Hire at ½ pie per ton of carrying capacity per hour	Demurrage at 3 2 pie per ton of carrying capacity per hour.	Remarks.
Hrs.	Hrs	Hrs.	Tons	Miles.	Miles	Hrs	Hrs	Hrs	Hrs	Hrs	Hrs	Hrs	Rs A. P	Rs. A. P	
											C		E.		
49	48	1	Nil	21	42	36	.	48	..	9	93	Nil	0 9 0		
40	48	Nil	"	30	60	36	..	48		12	96	"	0 9 0		The calculations under the new rules are taken from actual cases that have occurred in 1st half of 1900.
21	48	"	"	39	78	36	24	48	..	16	124	"	0 12 0		
20	48	"	"	50	100	36	24	48	.	20	128	"	0 15 0	(a)	Those under the old rules are calculated for distance to the nearest even number in tens and hundreds and are generally for less distances than the actual distances with which they are compared.
...	...	...	...	..	.	...	..	.	...			..	..		
48	48	Nil	Nil	69	138	36	24	48	22	28	158	Nil.	1 5 0		
52	48	4	"	82	164	36	24	48	24	33	165	"	1 11 0		
35	48	Nil	"	91	182	36	..	48		37	121	"	1 14 0		
30	Nil	30	240	103	206	36	24	..	...	42	102	"	1 0 0	...	
72	"	72	576	112	224	36	.	...	24	45	105	"	2 6 0	...	
...	...	...	..	.	...		...	...	.	...	.	"	...	.	
...	...	...	..	.	..	..	..	..	...	—	..	"	.	...	
78	Nil	78	(b) 156	138	276	36	24	..	.	55	116	"	0 10 0	...	
68	"	68	680	150	300	35	..		*23 / 24	60	143	"	2 13 0	...	* Ferry allowance over Sardah temporary bridge.
54	"	54	378	161	322	36	24	.	8	65	133	"	1 9 0	.	
85	"	85	850	167	334	36	...	.	9	67	112	"	3 9 0	.	
97	"	97	970	182	364	36	...		...	73	109	"	4 1 0	.	
77	"	77	770	191	382	36	.		24	77	137	"	3 3 0	...	
145	"	145	1,450	199	398	36	..	..	24	80	140	5	6 1 0	0 13 0	
131	"	131	1,310	302	604	36	...	.	24	121	181	Nil	5 7 0	..	
170	"	170	1,700	400	800	36	...	.	..	160	196	"	7 1 0	...	
243	"	243	2,430	503	1,006	36	.	.	24	202	262	"	10 2 0	..	
282	"	282	2,820	609	1,218	36	..	...	24	244	304	"	11 12 0	...	
242	"	242	2 420	734	1,448	36	...	..		289	325	"	10 1 0	...	
338	"	338	3,380	805	1,610	36	.	.	...	322	358	"	14 1 0	...	
185	"	185	1,850	922	1,844	36	...	...	24	369	429	"	7 11 0	.	

Appendix J—*contd.*

Amendment by Lieutenant-Colonel Olivier—That clause (*b*) of rule 102 read as follows:— Modification of General Rule 102

Main signal at "danger" 102. When a main signal is at "danger" or "on," then— General Rules for Railway.

(*a*) if it is placed at a junction, no driver of a train to which such signal applies shall take the train past the signal, and

(*b*) in any other case, no driver of a train shall take the train past *the signal, or* allow the train to foul the points to which the signal applies unless the train *is brought to* a stand and then signalled past by hand by a railway servant appointed in this behalf by an authorized officer.

Lieut.-Col. Olivier's amendment was carried.*

* *Vide* Resolution No. 7.

4th Meeting, 14th September 1900, at 3 P.M.

XV.—The minutes of meeting No. 3 were read and confirmed.

Question No. 16—(*concluded.*)

Rate for hire of stock.

XVI.—With reference to minute No XI of meeting No. 3:

Proposed by Mr. Jacob—The object being to ascertain what the return was on wagons sent to a foreign line under the old rules as compared with that under the new; also whether the time wagons were absent was greater under the old or new rules, it is proposed that actual statistics be taken out for the months of April 1899 and 1901 (1) under the old rules, (2) under the new rules, and be submitted by all railways, parties to the Conference, to the Secretary, Railway Conference, not later than 1st August 1901, short and long distance traffic, that is, under and over 100 miles being separately dealt with, and that a Sub-Committee composed of Messrs. Lightfoot, Dunsterville and Dwane be appointed and requested to draw up a form† for the approval of the Committee, in which the required information can be recorded. (*Vide* also Paras IX and XI)

† *Vide* annexure No 2 to appendix K, pages lxvii to lxx.

Mr. Jacob's proposal was carried‡ *nem con.*

Question No 24.

XVII.—*Proposed by Lieutenant-Colonel Olivier*—That when empties are hauled over an intermediate railway in transit to another for purposes other than back loading, the charge for the haulage should be limited to one pie per ton of carrying capacity per mile. Proposed charge for the haulage of empty trucks over foreign railways

(*Vide* also para XIX.)

1st amendment by Mr. Wright—

The charge for the haulage of empty trucks over foreign railways being already laid down in schedule C to the Government of India Circular No. 8 Railway, dated the 4th May 1895, which has been accepted by most railways, this question must therefore form part of the larger one under Question No. 3 relating to the consideration of rules and conditions for the carriage of railway materials and stores, excluding coal.

2nd amendment by Mr. Muirhead—

That Question No. 24 being a matter of a rate on another railway, this Committee is not competent to deal with the question.

Mr. Muirhead's amendment was lost.

52 voted against it and 33 for it.

Mr. Muirhead's proposal having been lost, the discussion on Question No. 24 was resumed.

Appendix J—*contd.*

5th Meeting, 17th September 1900, at 11·30 A.M.

Mr. Wenden, Manager, Great Indian Peninsula railway, left Simla, and Mr. C. J. Keene, Traffic Superintendent, East Coast railway, attended the meeting.

XVIII.—The minutes of meeting No. 4 were read and confirmed.

Question No. 24—(*concluded.*)

Proposed charge for the haulage of empty trucks over forwarding railways.

(*Vide* also para XVII.)

XIX.—*Third amendment by Mr. Jacob*—That when empties are hauled over an intermediate railway in transit to another for purposes other than back loading, the charge for the haulage is a matter for mutual arrangements between railways, but in the opinion of the Committee not more than two annas per standard gauge vehicle and 1½ annas per metre gauge vehicle per mile should be charged.

The Committee divided on the 3rd amendment :—

Ayes —41 votes.	Votes	*Noes— 29 votes.*	Votes.
E. F. Jacob (N. W. ry.)	10	A. Muirhead (G. I. P. ry.)	8
A. Izat (B. & N. W., R. & K. and B. D. rys.)	8	A. E. P. Graves (B. N. ry.)	6
H. D. Olivier (B , B. & C. I. ry.)	9	G. F. Wilson (O. and R ry.)	6
J. Lightfoot (E. B. & C. P. Cs.' rys)	7	W. B. Wright (I. M. ry.)	5
W. Drew (E. C. ry.)	4	E. H. Dwane (Nizam's ry.)	4
J. Stuart (A. B. ry.)	3		

[Lieutenant-Colonel J. Burn Murdoch, R. E. (S. M. ry.), Mr. W. A. Dring (E. I. ry.), Mr. F. Dunsterville (Madras ry.), and Mr. W. H. Spalding (S I. ry.) did not vote.]

The 3rd amendment was carried*.

* *Vide* Resolution No. 15.

Question No. 25.

Modification of Regulation 21 (*a*) *re* call for wagons by forwarding railway.

(*Vide* also paras XXXIII and XL.)

XX.—*Proposed by Mr. Muirhead*—That—

(21) (*b*) When a forwarding railway has a less number of wagons on the receiving railway than will establish a call under 21 (*a*), or if it is entitled to call under 21 (*a*) and does not call but is unable to provide wagons for the through traffic offering to foreign lines, it may call on the connected railway or railways over which the traffic is to pass to provide stock to meet the demand. If the railway or railways on whom this call is made elect to meet the call, the forwarding railway shall pay for stock so lent double the hire and demurrage charges provided in Regulation 23. The intermediate railway or railways over which such stock may run shall pay hire and demurrage for such stock as provided in Regulation 23.

(*c*) During the period the forwarding railway is unable to meet all demands for through traffic to other lines whether the traffic so offering is for a line on the same gauge or not, it shall allot to the through traffic for the foreign line or lines not less than one quarter of its total stock should that number be required for foreign traffic which shall be divided proportionately according to the traffic offering for different railways.

It was decided to postpone the discussion to the next meeting of the Committee.

Question No. 32.

Haulage charges for special trains for high officials.

XXI.—*Proposed by Lieutenant-Colonel Olivier*—That the rates proposed in paragraph 3 of the note by the Secretary of the Railway Conference, Question No. 32, as accepted by the East Indian railway, be recommended for adoption for the standard gauge in the case of the officials referred to in paragraphs 2 and 7 of the same note (but not Native Chiefs) and the following rates be adopted for the metre gauge :—

I.—For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be Rs. 2 per mile with a minimum total charge of Rs. 150;

Appendix J—*contd.*

II.—That a bogie carriage shall be reckoned as two ordinary vehicles ;

III.—That an additional charge shall be made of 4 annas per mile for each ordinary vehicle and 6 annas per mile for each bogie carriage in excess of nine ;

IV.—That for an additional engine there shall be a further charge of Rs. 2-0-0 per mile ;

and that the ... and stoppages *en route*
and empty ... Government of India
Circular Nc ... to

Lieutenant-Colonel Olivier's proposal was carried.* Mr. Dwane (Nizam's ry) only dissenting. * *Vide* Resolution No 16.

XXII.—*Proposed by Mr. Muirhead*—That the Committee venture to hope, as such low rates have been recommended for the officials concerned, that they *will further the public and the railway convenience by travelling by special train* whenever practicable.

Mr. Muirhead's proposal was carried† nem con. † *Vide* Resolution No. 17.

Question No. 41 and Supplementary paper No. 3.

Interpretation of the "N B" to, and Reconsideration of, Regulation 7 re the allowance of 12 hours for stock unavoidably detained at junction owing to misconnection of trains.

XXIII.—*Proposed by Mr. Lightfoot*—That the N. B. paragraph to Regulation 7 does apply to both coaching and goods stock.

Mr. Lightfoot's proposal was carried‡. ‡ *Vide* Resolution No. 18.

XXIV.—*Proposed by Mr. Wright*—That Rule 7 should be modified so as to read as follows :—

7(*a*) F ... considered "at home" when it reaches ... and "from home" when it leaves the ... ne of arrival, payment for the use of ... the vehicle leaves the junction of the ...

12 hours from the time of its arrival at the junction ... number-taker's book.

(*b*) At ... subject to ... aker's book ... into lines ... *or at such* time and in such ways as may be arranged ... ays forming the junction.

(*c*) Stock shall not be considered as accepted by the railway on to which it is going at any junction station until it and the load it may contain are in a condition ... is going ; and hire and other ... bringing it to the junction until

(*d*) ... provided for in these Regulations, all vehicles, of whatever ... on the outward journey, shall ... s of the railway which brings them ... turned to a junction on the home- ... *of the railway to which* they are so returned.

Amendment by Mr. Lightfoot—

That the existing Regulation 7 stand as it is with the omission of the N. B. paragraph.

Question No. 42.

Reconsideration of Regulation No. 11 (*c*). Penalty for missending.

XXV.—*Proposed by Lieutenant-Colonel Wilson*—That the following be added to Regulation 11 (*c*) :—The hire charge shall be calculated by taking one hour for every 6 miles of the correct route.

* *Vide* Resolution No. 20.

Lieutenant-Colonel Wilson's proposal was carried*.

A. W. U. POPE,
Secretary.

G. F. WILSON, *Lt.-Col., R.E.,*
Chairman.

18th September 1900.

The proceedings of Committee No. I on Questions Nos. 6, 13, 16, 20, 24, 32, 41, 42 and Supplementary paper No. 3 are submitted to the full Conference for consideration and confirmation.

G. F. WILSON, *Lt.-Col., R.E.,*
Chairman.

19th September 1900.

Appendix J—*contd.*

6th Meeting, 18th September 1900, at 3 P.M.

XXVI.—The minutes of meeting No. 5 were read and confirmed.

Question No. 25—(*continued*).

XXVII.—Consideration of Question No. 25 was still further postponed to the next meeting. (*Vide* also paras XX, XXXIII and XL.)

Question No. 43.

XXVIII.—*Proposed by Mr. Lightfoot* :—

That clause (*c*) of Regulation 14 does not authorize the imposition of a special rate for the first 48 hours of 4 annas for every 10 miles or fraction [illegible] pretation. Short distance charge free of hire.

A fully loaded 16-ton wagon booked to a station, 28 miles from junction, *is returned empty and is absent 62 hours in all.*

Deduct 48 hours from total absence and upon remainder charge hire and demurrage or minimum whichever is greater.

Example—

(1) Wagon absent	...		62 hours.
(2) Deduct 48 hours free	...		48 „
(3) Leaving for hire purposes	...		14 „
(4) The free allowances under next Rule are—			
Running	...	...	10 hours.
Unloading	...	...	36 „
Total	...		46 „

There is consequently no demurrage due upon 14 hours' absence.

(5) The minimum charge for 30 miles = Re. 0-12-0.

(6) The hire charge for 14 hours = Rs. 1-3-0.

(7) Minimum is exceeded and therefore hire is payable.

Mr. Lightfoot's proposal was carried*.

* *Vide* Resolution No. 33.

Supplementary paper No. 1.

Damage to stock Regulation 20.

XXIX.—*Proposed by Mr. Spalding*—That the words "period allowed" in clause (*c*) of Regulation 20 means the 10 days referred to in clause (*a*) *plus* the time occupied in the conveyance of materials for repairs referred to in clause (*b*).

Mr. Spalding's proposal was carried†.

† *Vide* Resolution No. 34.

XXX.—*Proposed by Mr. Jacob*—That in addition to the free allowance as prescribed in clause (*a*) of this Regulation, the time which elapses until material required for repairs from the parent line is received (provided that an indent for

Appendix J—*contd.*

such material is despatched to the parent line within 48 hours of the time at which damage occurs) shall be allowed free of hire and demurrage in the case of damaged stock of one railway repaired on the line of another railway.

Amendment by Mr. Spalding—That the 10 days' free allowance granted in Regulation 20 be extended to 15.

Mr. Spalding's amendment was lost.

Mr. Jacob's original proposal was put to the meeting and carried*.

* *Vide* Resolution No. 35.

Supplementary paper No. 4.

Calculation of fractions.

XXXI.—*Proposed by Mr. Wright*—That the following addition be made to Regulation 3 (*b*) :—

This Regulation is not applicable to the fixed minimum loads laid down in Regulation 14 (*b*).

Amendment by Mr. Dring—That Regulation 3 (*b*) remain as it is.

Mr. Dring's amendment was carried†.

† *Vide* Resolution No. 36.

7th Meeting, 20th September 1900, at 11-30 A.M.

Mr. Muirhead, Great Indian Peninsula railway, was absent owing to illness; Mr. Wright voted as his proxy.

XXXII.—The minutes of meeting No. 6 were read and confirmed.

Question No. 25—*(continued).*

Modification of Regulation 21 (*a*) re call for wagons by forwarding railway. (*Vide* also paras. XX and XL.)

XXXIII.—Mr. Muirhead's original proposal was amended as below and further postponed for discussion at the next meeting.

Mr. Muirhead's amended proposal—That—

(21) (*b*). When a forwarding railway has a less number of wagons on the receiving railway than will establish a call under 21 (*a*), or if it is entitled to call under 21 (*a*) and does not call but is unable to provide wagons for the through traffic offering to foreign lines, it may call on the connected railway or railways over which the traffic is to pass to provide stock to meet the demand. If the railway or railways on whom this call is made elect to meet the call, the forwarding railway shall pay for stock so lent double the hire and demurrage charges provided in Regulation 23. The intermediate railway or railways over which such stock may run shall pay hire and demurrage for such stock as provided in Regulation 23.

(*c*) During the period the forwarding railway is unable to meet all demands for through traffic to other lines whether the traffic so offering is for a line on the same gauge or not, it shall, provided the traffic offering is not less than 24 tons and the lead for such traffic over the forwarding railway is not less than 25 miles, allot at each station to the through traffic for the foreign line or lines not less than one quarter of the total stock available for the day at such stations should that number be required for foreign traffic which shall be divided proportionately according to the traffic offering for different railways.

Appendix J—*contd.*

1st amendment by Mr. Lightfoot :—

> When a forwarding railway is unable to provide stock for foreign traffic and is not entitled to call for *vehicles in terms* of this Resolution, it shall (provided the quantity of traffic is in excess of 24 tons at each or any station) immediately advise all foreign railways interested; and it shall be *optional for such rail-* [illegible] quantity of stock [illegible] in exchange for [illegible] gons as will equal- [illegible] ver the home and *foreign lines.*

It was decided to postpone the discussion to the next meeting of the Committee.

Question No 29

Establishment of a yearly Conference

XXXIV.—*Proposed by Mr. Spalding and seconded by Mr. Dring* :—

That the discussion of Question No. 29 be taken up in full Conference.

Amendment by Mr. Lightfoot and seconded by Lieutenant-Colonel Olivier :—

That issue (*a*) of Question No. 29 be now discussed

The Committee divided on the amendment :—

Ayes—62 votes.	Votes	*Noes—27 votes.*	Votes.
J. Burn Murdoch (S. M. ry.)	6	W A. Dring (E I. ry)	10
E. H. Dwane (Nizam's ry.)	4	A E P Graves (B N ry)	6
W. B Wright (I. M. and G I P. rys)	13	G F. Wilson (O & R ry.)	6
H D. Olivier (B, B. & C. I. ry)	9	W H. Spalding (S. I. ry)	5
J. Lightfoot (E B and C. P. Cs.' rys)	7		
E. F. Jacob (N. W. ry.)	10		
A. Izat (B. & N. W., R & K. and B. D. rys)	8		
F. Dunsterville (Madras ry.)	5		

[Mr. W. Drew (E. C. ry) and Mr J. Stuart (A. B. ry.) did not vote]

The amendment was carried.

XXXV.—*Proposed by Lieutenant-Colonel Olivier and seconded by Lieutenant-Colonel Wilson* —That a yearly Conference be held with a paid Secretary and office staff; that the latter have their head-quarters at Simla, but that the Conference be held each year at such place as may be determined on at the previous Conference.

Lieutenant-Colonel Olivier's proposal was carried,* the voting being as follows :—

* *Vide* Resolution No 37

Ayes—53 votes.	Votes
J. Burn Murdoch (S M. ry.)	6
E. H. Dwane (Nizam's ry)	4
W. Drew (E C ry)	4
E. F. Jacob (N. W. ry)	10
H. D. Olivier (B., B & C I ry)	9
J. Lightfoot (E. B ry.)	6
G. F. Wilson (O. & R. ry.)	6
F. Dunsterville (Madras ry.)	5
J. Stuart (A B ry.)	3

[Mr. W. A. Dring (E. I. ry.), Mr. W. B. Wright (I. M. and G. I. P. rys.), Mr. W. H. Spalding (S. I. ry.), Mr. A. Izat, C.I.E., (B. and N. W., R. & K. and B. D. rys.), Mr. A. E. P. Graves (B. N. ry.), and Mr. J. Lightfoot (C. P. Cs.' ry.) did not vote.]

It was decided by the Committee to proceed with the discussion on issues (*b*) and (*c*).

Proposed by Lieutenant-Colonel Burn Murdoch and seconded by Lieutenant-Colonel Olivier :—

That the administrations of the various railways recommend Government or their Boards to contribute towards the cost of keeping up the necessary permanent establishment, the cost being apportioned between the several railways in direct proportion to their voting powers. The approximate cost is believed to be about Rs. 260 per vote per annum.

Amendment proposed by Mr. Wright and seconded by Mr. Izat :—

That the proportion of the cost of keeping up a permanent Conference establishment, which would be payable by those railways who are already charged a fixed rate for Government supervision and control, shall be borne by Government out of such fixed charge.

The Committee divided on the amendment, which was lost on a show of hands. The Committee then divided on the original proposal :—

Ayes—58 votes.	Votes.	*Noes—8 votes.*	Votes.
J. Burn Murdoch (S. M. ry.)	6	A. Izat (B. & N. W., R. & K. and B. D. rys.)	8
E. H. Dwane (Nizam's ry.)	4		
W. Drew (E. C. ry.)	4		
H. D. Olivier (B., B. & C. I. ry.)	9		
J. Lightfoot (E. B. ry.)	6		
G. F. Wilson (O. & R. ry.)	6		
E. F. Jacob (N. W. ry.)	10		
F. Dunsterville (Madras ry.)	5		
W. H. Spalding (S. I. ry.)	5		
J. Stuart (A. B. ry.)	3		

[Mr. W. A. Dring (E. I. ry.), Mr. W. B. Wright (I. M. and G. I. P. rys.), Mr. A. E. P. Graves (B. N. ry.), and Mr. J. Lightfoot (C. P. Cs.' ry.) did not vote.]

Proposal was carried.*

* *Vide* Resolution No. 38.

Supplementary paper No. 6.

Mode of crediting demurrage charges on foreign stock collected from passengers.

XXXVI.—*Proposed by Mr. Dring and seconded by Mr. Dwane*—That in the case of coaching stock detained under load by passengers and coming under demurrage payable by passengers under the tariff rules of the using line, the parent line shall be paid half the difference between the amount collected from the

Appendix J—*contd.*

passengers and the hire charge under Conference Regulation 13 (*a*) in addition to the latter charge.

The Committee voted on the proposal :—

Ayes—83 votes.

	Votes
J Burn Murdoch (S. M. ry)	6
E. H. Dwane (Nizam's ry)	4
W Drew (E C ry.)	4
W. A. Dring (E I. ry)	10
H D Olivier (B., B. & C. I. ry)	9
J Lightfoot (E. B. and C P Cs ' rys)	7
G. F. Wilson (O & R. ry.)	6
A. E. P. Graves (B. N ry)	6
E. F. Jacob (N. W. ry.)	10
A Izat (B & N. W , R & K and B D. rys)	8
F. Dunsterville (Madras ry)	5
W. H Spalding (S I ry.)	5
J. Stuart (A. B ry)	3

[Mr. W. B. Wright (I. M. and G. I. P. rys.), did not vote.]

The proposal was carried.*

* *Vide* Resolution No 39

Supplementary paper No 7.

Railway Clearing House

XXXVII.—*Proposed by Lieutenant-Colonel Olivier and seconded by Mr. Wright* :—

That this Committee is of opinion that the recommendations contained in Resolution No. 30 of the last Conference should be carried out in their entirety before the practicability of establishing a Central Clearing House or District Clearing Houses can be demonstrated, and that it is most important that the officer deputed should be able to visit the principal railways in India to investigate the various questions and confer with the officers of each railway before forming his conclusions.

The proposal was carried† *nem con.*

† *Vide* Resolution No. 40

Supplementary paper No. 8.

Interruption of traffic.

XXXVIII.—*Proposed by Mr. Graves and seconded by Mr. Drew*—That the following be added to Conference Regulation 19 (*e*) :—

Provided that any of the railways forming the diverted route may demand not less than 48 hours' notice of such diversion.

Appendix J—*contd.*

2. Hire on such diverted vehicles booked prior to a route being declared blocked shall cease from the time of the declaration of the block, or the vehicles reaching the block, and shall not recommence on the return journey until the first station be reached on the parent line side of the block, or the junction at which the vehicles were first diverted from the original booked route.

Amendment by Mr. Izat and seconded by Mr. Jacob—That Conference Regulation 19 (*e*) stand as it is.

The Committee divided on the amendment :—

Ayes—55 votes.	Votes.	*Noes—19 votes.*	Votes.
J. Burn Murdoch (S. M. ry.)	6	A. E. P. Graves (B. N. ry.)	6
W. B. Wright (I. M. & G. I. P. rys.)	13	W. H. Spalding (S. I. ry.)	5
H. D. Olivier (B., B. & C. I. ry.)	9	E. H. Dwane (Nizam's ry)	4
J. Lightfoot (E. B. ry.)	6	W. Drew (E. C. ry.)	4
E. F. Jacob (N. W. ry.)	10		
A. Izat (B. & N. W., R. & K. and B. D. rys.)	8		
J. Stuart (A. B. ry.)	3		

[Mr. W. A. Dring (E I. ry.), Mr. J. Lightfoot (C. P. Cs.' ry.), Lieutenant-Colonel G. F. Wilson, R.E. (O. & R. ry.), and Mr. F. Dunsterville (Madras ry.) did not vote.]

* *Vide* Resolution No. 41.

The amendment was carried.*

8th Meeting, 21st September 1900, at 3 P. M.

Mr. Muirhead, Great Indian Peninsula ry., attended the meeting.

XXXIX.—The minutes of meeting No. 7 were read and confirmed.

Question No. 25—(*concld*).

XL.—The Committee resumed the discussion on Question No. 25.

Modification of Regulation 21 (*a*) *re* call for wagons. (*Vide* also paras. XX & XXXIII).

Proposed by Mr. Muirhead and seconded by Lieutenant-Colonel Olivier—That—

(21) (*b*) When a forwarding railway has a less number of wagons on the receiving railway than will establish a call under 21 (*a*), or if it is entitled to call under 21 (*a*) and does not call but is unable to provide wagons for the through traffic offering to foreign lines, it may call on the connected railway or railways over which the traffic is to pass to provide stock to meet the demand, If the railway or railways on whom this call is made elect to meet the call. the forwarding railway shall pay for stock so lent double the hire and demurrage charges provided in Regulation 23. The intermediate railway or railways over which such stock may run shall pay hire and demurrage for such stock as provided in Regulation 23.

(*c*) During the period the forwarding railway is unable to meet all demands for through traffic to other lines whether the traffic so offering is for a line on the same gauge or not, it shall, provided the traffic offering is not less than 24 tons and the lead for such traffic over the forwarding railway is not less than 25 miles, allot at each station to the through traffic for the foreign line or lines not less than one quarter of the total stock available for the day at such stations should that number be required for foreign traffic which shall be divided proportionately according to the traffic offering for different railways.

Appendix J—*contd.*

1st amendment by Mr. Lightfoot and seconded by Mr. Izat—

That when a forwarding railway is unable to provide stock for foreign traffic and is not entitled to call for vehicles in terms of this Resolution, it shall (provided the quantity of traffic is in excess of 24 tons at each or any station) immediately advise all foreign railways interested, and it shall be optional for such railways to arrange, among themselves, to supply a sufficient quantity of stock at the junction, to enable the forwarding railway to receive in exchange for each wagon sent to junction with such traffic as many wagons as will equalize stock, in proportion to the distance to be travelled over the home and foreign lines.

Second amendment by Mr. Dring and seconded by Mr. Jacob.—That Regulation 21 (*a*) Stand as it is without addition.

The Committee divided on the amendment :—

Ayes—72 votes.	Votes	*Noes—6 votes.*	Votes.
J Burn Murdoch (S. M. ry.)	6	A E P Graves (B N. ry.)	6
E. H. Dwane (Nizam's ry)	4		
W. Drew. (E. C. ry)	4		
W. A. Dring (E. I ry.)	10		
H. D. Olivier (B., B & C. I. ry.)	9		
J. Lightfoot (E B. and C. P. Cs.' rys.)	7		
G. F. Wilson (O. & R. ry.)	6		
E. F. Jacob (N. W. ry)	10		
A. Izat (B. & N. W., R. & K. and B. D. rys.)	8		
F. Dunsterville (Madras ry)	5		
J. Stuart (A. B. ry.)	3		

[Mr. A. Muirhead (G. I. P. ry), Mr. W. B. Wright (I. M. ry), and Mr. W. H. Spalding (S. I ry.) did not vote]

Mr. Dring's amendment was carried.*

* *Vide* Resolution No 42.

Supplementary paper No 9.

Annual instead of half-yearly inspection of railways (*Vide* also para XLIII)

XLI.—The paper was discussed and adjourned to the next meeting.

9th Meeting, 24th September 1900, at 11-30 A. M.

Mr Bagnall represented the B. & N. W., R. & K. and B. D. rys in place of Mr. Izat.

XLII.—The minutes of meeting No. 8 were read and confirmed.

Supplementary paper No. 9—(*concld*).

Annual instead of half-yearly inspection of railways

XLIII.—Proposed by Lieutenant-Colonel Burn Murdoch, seconded by Lieutenant-Colonel Olivier—

That it is recognized that the Government of India has absolute powers in regard ... by its appointed officers. This Committee

Appendix J—*contd.*

Amendment by Mr. Jacob, seconded by Mr. Drew:—

That the Government of India be moved to suggest to Inspecting Officers that in most cases it would suffice to hold one formal annual inspection at which they should be accompanied by representatives of the railway, it being open to an Inspecting Officer to hold other inspections at his discretion and convenience.

The Committee divided on the amendment :—

Ayes—41 votes.

	Votes.
E. H. Dwane (Nizam's ry.)	4
W. Drew (E. C. ry.)	4
H. D. Olivier (B., B. & C. I. ry.)	9
G. F. Wilson (O. & R. ry.)	6
E. F. Jacob (N. W. ry.)	10
F. Dunsterville (Madras ry.)	5
J. Stuart (A. B. ry.)	3

Noes—11 votes.

	Votes.
J. Burn Murdoch (S. M. ry.)	6
W. B. Wright (I. M. ry.)	5

[Mr. W. A. Dring (E. I. ry.), Mr. R. Bagnall (B. & N. W., R. & K. and B. D. rys.), Mr. Muirhead (G. I. P. ry.), Mr. J. Lightfoot (E. B. and C. P. Cs.' rys.), Mr. A. E. P. Graves (B. N. ry.) and Mr. W. H. Spalding (S. I. ry.) did not vote.]

* *Vide* Resolution No. 43.

The amendment was carried.*

Supplementary paper No. 11.

XLIV.—Supplementary paper No. 11 was discussed.

It was decided that the issues only without the attached correspondence be printed in the proceedings of the Committee.

ISSUES.

Refusal to pay claims under a Conference Regulation.

(*a*) If a railway refuse to accept a claim made under a binding Conference Regulation, should the case be referred to the Standing Committee? and if not, what procedure should be adopted?

(*b*) May a railway refuse to settle a claim which, it admits, is just *under a binding Conference Regulation* by attempting to set off against it a disputed claim *not* made under a Conference Rule?

Proposed by Mr. Lightfoot, seconded by Lieutenant-Colonel Wilson:—

That issue (*a*) of Supplementary paper No. 11 is governed by Resolution 51 (*c*) and (*d*) of Conference Proceedings of 1899; and that in regard to issue (*b*) the reply is *no.*

† *Vide* Resolution No. 44.

Carried† *nem con.*

A. W. U. POPE,

Secretary.

G. F. WILSON, *Lieut.-Col., R.E.,*

Chairman.

24th September 1900.

Appendix J—*concld.*

The proceedings of Committee No. 1 on Questions Nos. 25, 43 and 29 and Supplementary papers Nos. 1, 4, 6, 7, 8, 9 and 11, being the remainder of the questions apportioned to the Committee, are submitted to the full Conference for consideration and confirmation.

G. F. WILSON, *Lieut.-Col., R.E.,*

25th September 1900. *Chairman.*

The minutes of meeting No. 9 were confirmed at 3 P. M. on 24th September 1900. The form referred to in paragraph No. XVI will be confirmed* by Committee No. 2.

* *Vide* para. LIII, appendix K.

G. F. WILSON, *Lieut.-Col., R.E.,*

25th September 1900. *Chairman.*

Appendix K.

(*Vide* RESOLUTIONS 21 TO 30, 32, 45 TO 47 AND 49 TO 70.)

Proceedings of Committee No. 2 on the 11th September 1900, at 3 P.M.

PRESENT:

MR. A. IZAT, C.I.E., *Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars railways*, *Chairman*.

LIEUTENANT-COLONEL G. F. WILSON, R.E., *Oudh and Rohilkhand railway*.

MR. A. MUIRHEAD, *Great Indian Peninsula railway*.

MR. W. B. WRIGHT, *Indian Midland railway*.

MR. J. LIGHTFOOT, *Eastern Bengal State and Calcutta Port Commissioners' railways*.

LIEUTENANT-COLONEL H. D. OLIVIER, R.E., *Bombay, Baroda and Central India railway*.

MR. E. F. JACOB, C.I.E., *North Western railway*.

MR. J. STUART, *Assam-Bengal railway*.

MR. F. DUNSTERVILLE, *Madras railway*.

MR. E. H. DWANE, *Nizam's Guaranteed State railway*.

MR. W. DREW, *East Coast railway*.

MR. W. H. SPALDING, *South Indian railway*.

MR. A. E. P. GRAVES, *Bengal-Nagpur railway*.

MR. W. A. DRING, *East Indian railway*.

MR. F. B. HEBBERT, *Secretary*.

Also attended—

MR. A. W. U. POPE, *Oudh and Rohilkhand railway*.

MR. R. BAGNALL, *Bengal and North-Western railway*.

MR. D. ff. POWELL, *Bombay, Baroda and Central India railway*.

MR. J. M. WRENCH, *Indian Midland railway*.

Question No. 4.

...ion of the period within which audit adjustments of through traffic accounts are permissible.

I.—Mr. Wright (I. M. ry.) proposed—

That there be no reopening of through traffic accounts after six months from the time the passenger fares, coaching way-bills, or goods invoices have been taken to account in the division sheets and accepted by the respective audit offices.

Mr. Jacob (N. W. ry.) proposed amendment No. 1—

That it is unnecessary to fix any limit of time within which audit adjustments of through traffic accounts may be made.

The Committee divided on the amendment:—

Ayes—53 votes.

	Votes.
E. H. Dwane (Nizam's ry.)	4
W. Drew (E. C. ry.)	4
W. A. Dring (E. I. ry.)	10
H. D. Olivier (B., B. & C. I. ry.)	9
G. F. Wilson (O. & R. ry.)	6
E. F. Jacob (N. W. ry.)	10
A. Izat (B. & N. W. and R. & K. rys.)	7*
J. Stuart (A. B. ry.)	3

Noes—31 votes.

	Votes.
A. Muirhead (G. I. P. ry.)	8
W. B. Wright (I. M. ry.)	5
J. Lightfoot (E. B. and C. P. Cs.' rys.)	7
A. E. P. Graves (B. N. ry.)	6
F. Dunsterville (Madras ry.)	5

[Mr. W. H. Spalding (S. I. ry.) did not vote.]

Amendment *agreed to*†.

† *Vide* Resolution No. 21.

* Excludes one vote for the Bengal Dooars railway, the voting power of which line was not determined till 12th September 1900.

Appendix K—*contd.*

Question No. 5.

II.—Mr. Muirhead having raised the question whether the issue involved was one proper for decision by the Railway Conference, it was, *on a show of hands*, decided by a majority in the affirmative.

Reweighment of coal at junctions when there is a break of gauge and consequent transhipment or even when there is no break of gauge. (*Vide* also paras. XIX & XX)

Proposed by Mr Jacob—

That the rates laid down in ... No 8 Railway, dated 4th ... be made compulsory to ... at destination, but that ... nsit and for wastage in

Amendment No. 1 was proposed by Mr Muirhead—

That the Government of India should be moved to declare that the rates for full wagon loads, laid down in schedules A and B of Circular No 8 Railway, dated 4th May 1895, are at owner's risk. It is not practicable to reweigh coal at junctions or at destination.

Amendment No. 2 proposed by Mr. Lightfoot—

That, so far as the railway liability to the public is concerned, it be suggested that the rates in schedule A of Government of India Circular No 8 Railway, dated 4th May 1895, be made owner's risk rates, and that double those rates or the maximum rates permissible be made applicable at railway risk; all extra rates to be paid to despatching railway.

In event of claims under railway risk rates, they should be paid by the despatching railway and no reweighment made.

So far as the railway interest in the question of carriage of coal for its own consumption is concerned, that the question of short deliveries be arranged for in the contracts for purchase or by means of Inspectors at the mines.

This amendment was lost on a show of hands

The Committee then divided on amendment No 1:—

Ayes—43 votes.	Votes	*Noes—46 votes.*	Votes.
E H. Dwane (Nizam's ry)	4	W Drew (E C. ry)	4
W. A Dring (E. I ry)	10	H D Olivier (B, B. & C. I. ry.)	9
A Muirhead (G I P. ry)	8	J. Lightfoot (E. B and C P. Cs' rys)	7
W. B Wright (I. M. ry)	5	G. F. Wilson (O. & R. ry)	6
A E. P. Graves (B. N ry.)	6	E. F. Jacob (N. W. ry.)	10
F. Dunsterville (Madras ry.)	5	A Izat (B. & N. W. and R. & K. rys.)	7*
W. H Spalding (S. I. ry)	5	J Stuart (A B ry)	3

The amendment having been lost, the Committee divided on the original proposal:—

Ayes—39 votes.	Votes	*Noes—43 votes.*	Votes.
W. Drew (E. C ry)	4	E H. Dwane (Nizam's ry)	4
H. D. Olivier (B., B. & C. I ry)	9	W. A. Dring (E. I ry)	10
G. F. Wilson (O. & R. ry)	6	A Muirhead (G I. P. ry)	8
E F. Jacob (N. W. ry.)	10	W B. Wright (I M. ry.)	5
A. Izat (B. & N. W. and R & K. rys)	7*	A. E. P. Graves (B. N. ry)	6
J Stuart (A B ry.)	3	F Dunsterville (Madras ry.)	5
		W. H Spalding (S. I. ry.)	5

[Mr. J Lightfoot (E. B. & C. P. Cs'. rys.) did not vote.]

Proposal *lost.*

* Excludes one vote for the Bengal Dooars railway, the voting power of which line was not determined till 12th September 1900

Appendix K—*contd.*

It was decided to continue the discussion at the next meeting of the Committee.

2nd Meeting of Committee No. 2 on 12th September 1900, at 11-30 A.M.

In addition to the members present on 11th September, Lieutenant-Colonel J. Burn Murdoch, R.E., was present. Mr. H. Wenden, Great Indian Peninsula railway, also attended.

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* *Vide* also paras. II, XIX & XX.

It was decided to postpone the further discussion of Question* No. 5 until that on Question No. 3 had been held.

Question No. 14.

Reconsideration of Regulation 35 (*d*) of the Railway Conference of 1899.

III.—The Chairman having invited the Committee to decide whether Conference Regulation 35 (*d*) applies where there is transhipment at junctions, it was decided *nem. con.* that the rule did apply.

Mr. Dring (E. I. ry.) proposed—

That Conference Regulation 35 (*d*) be modified and certain sub-clauses be added so that it will read as follows :—

> 35 (*d*). The above rules do not apply to damages caused by wet. In the case of goods carried in through wagons, claims on consignments loaded in covered wagons damaged by wet shall be borne in mileage proportion by all the railways over which the consignment is booked.
>
> In the case of transhipment at junctions—
>
> (i) For damage by wet which occurs prior to arrival at a transhipment station, and is detected there on unloading, the line or lines over which the consignment has passed since despatch, or since last transhipment, shall be responsible.
>
> (ii) For damage by wet which occurs at a transhipment station, the joint station (if the staff is joint) shall be responsible; but, where the two lines are separately represented at a transhipment station, the line in whose possession the goods are found wet shall be liable.
>
> (iii) For damage by wet which occurs after loading up at a transhipment station, the line or lines over which the goods are transported up to destination or next transhipment station shall be responsible.

Mr. Muirhead proposed amendment No. 1—

> That the new sub-clauses (i), (ii) and (iii) suggested by the East Indian railway should apply only in the case of consignments transhipped from one gauge to another on different systems: where transhipment is on the same gauge, the damage shall be borne in mileage proportion by all the railways over which the consignment is booked.

Lieutenant-Colonel Olivier proposed amendment No. 2—

> That Conference Regulation No. 35 (*d*) be allowed to remain as it is.

Appendix K—*contd.*

The Committee then divided on amendment No. 2:—

Ayes—42 votes.	Votes.	*Noes—47 votes.*	Votes.
J. Burn Murdoch (S. M. ry.)	6	W. A. Dring (E. I. ry.)	10
E. H. Dwane (Nizam's ry.)	4	A. E. P. Graves (B. N. ry.)	6
W. Drew (E. C. ry.)	4	E. F. Jacob (N. W. ry.)	10
A. Muirhead (G. I. P. ry.)	8	A. Izat (B. & N. W., R. & K. and B. D. rys.)	8
W. B. Wright (I. M. ry.)	5	F. Dunsterville (Madras ry.)	5
H. D. Olivier (B., B. & C. I. ry.)	9	W. H. Spalding (S. I. ry.)	5
G. F. Wilson (O. & R. ry.)	6	J. Stuart (A. B. ry.)	3

[Mr. J. Lightfoot (E. B. and C. P. Cs.' rys.) did not vote.]

Amendment No. 2 having been lost, the Committee divided on amendment No. 1, which was lost on a show of hands.

The Committee next divided on the original proposal:—

Ayes—58 votes.	Votes.	*Noes—38 votes.*	Votes.
W. Drew (E. C. ry.)	4	J. Burn Murdoch (S. M. ry.)	6
W. A. Dring (E. I. ry.)	10	E. H. Dwane (Nizam's ry.)	4
J. Lightfoot (E. B. and C. P. Cs.' rys.)	7	A. Muirhead (G. I. P. ry.)	8
A. E. P. Graves (B. N. ry.)	6	W. B. Wright (I. M. ry.)	5
E. F. Jacob (N. W. ry.)	10	H. D. Olivier (B., B. & C. I. ry.)	9
A. Izat (B. & N. W., R. & K. and B. D. rys.)	8	G. F. Wilson (O. & R. ry.)	6
F. Dunsterville (Madras ry.)	5		
W. H. Spalding (S. I. ry.)	5		
J. Stuart (A. B. ry.)	3		

Proposal *agreed to.**

* Vide Resolution No. [illegible]

Question No. 17.

IV.—Mr. Jacob proposed that the Committee should express the opinion—

[illegible]

That under Regulation 37 it may happen that the railways owning the booked route may be entitled to a larger share of a fare than they would have earned if they had actually carried the passenger by the booked route.

That the rule as it stands is perfectly clear and no modification would make it clearer.

This was carried† *nem. con.*

† Vide Resolution No. [illegible]

Appendix K—*contd.*

Mr. Dring proposed that an example illustrating the working of the Regulation should be added.

* *Vide* Resolution No. 23.

This was agreed to* *nem. con.*

The following illustration was accordingly drawn up by Mr. Pope and approved :—

> A 3rd class passenger from Howrah is booked to Lucknow, by way of the Oudh and Rohilkhand railway, from Moghal Sarai; fare over the Oudh and Rohilkhand railway being Rs. 2-9-0. He is carried from Moghal Sarai to Cawnpore by way of the East Indian railway and from Cawnpore to Lucknow by the Oudh and Rohilkhand railway.
>
> The fare from Moghal Sarai to Cawnpore is Rs. 2-13-0 (E. I. ry.); the fare from Cawnpore to Lucknow is Re. 0-10-0 (O. & R. ry.).
>
> The Oudh and Rohilkhand railway should receive the original fare from Moghal Sarai to Lucknow, Rs. 2-9-0, and the fare from Cawnpore to Lucknow, Re. 0-10-0, the latter being debited to joint station expenses at Moghal Sarai; and the East Indian railway should receive the fare from Moghal Sarai to Cawnpore, Rs. 2-13-0, debitable to joint station expenses at Moghal Sarai.

Question No. 18.

Procedure to be opted in the re- ssion of wharfage arges at joint ations.

V.—Mr. Powell proposed that a resolution be passed to the effect—

> That the remission of wharfage charges on goods and parcels traffic at joint stations shall be made entirely at the discretion of the railway working the junction, the railway or railways working into the junction having equally the right to remit wharfage on its, or their, own consignments.

Mr. Lightfoot proposed as an amendment that the above resolution be accepted with the following additions :—

> That the right so given to the owner of the station shall only apply to special cases and circumstances, *e.g.*, when space is blocked and the value of the goods is being absorbed by the charges.

† *Vide* Resolution o. 24.

Mr. Lightfoot's amendment was negatived, and Mr. Powell's proposal carried† on a show of hands.

Question No. 19.

Treatment of ssing, interchange d local traffic in e division of joint ation expenses.

VI.—Mr. Dwane proposed that a new clause be added to Resolution No. 44 as follows :—

> (*c*) that in the case of three or more railways working into a junction, the net amount after deduction of the suitable proportion (as agreed upon by the railways concerned) of the working expenses to meet the passing traffic, be divided in the proportion of weight of the interchanged and local traffic of each railway using the junction.

Mr. Dring proposed amendment No. 1—

> That the apportionment of junction expenses is a matter for settlement between the railways concerned on a consideration of the merits of the case.

‡ *Vide* Resolution . 25.

Mr. Dring's amendment was lost, and Mr. Dwane's proposal carried‡ on a show of hands.

Question No. 21.

VII.—Proposed by Mr. Muirhead—

That [illegible] be made [illegible]—

When [illegible] gate [illegible] quoted [illegible] weight [illegible]

This was carried* [illegible].

3rd Meeting of Committee No. 2 on 14th September 1922, at 11.30 A.M.

The attendance was the same as at the 2nd meeting.

The minutes of meetings Nos. 1 and 2 were read and [illegible].

Question No. 23

VIII.—Mr. Muirhead proposed—

That the Conference [illegible] be [illegible]

That fares and all charges due [illegible] first instance at the starting station [illegible] be demanded [illegible] at destination [illegible] recover any amounts due [illegible]

Failure to recover at destination [illegible] ability under the existing system.

Mr. Graves moved as an amendment—

That matters be left as they are.

Mr. Graves' amendment was lost on a show of hands.

Mr. Muirhead's proposal was then carried on a show of hands.

Question No. 26

IX.—Mr. Lightfoot proposed—

That [illegible] be taken [illegible] the Question [illegible] before the Conference.

This proposal was carried on a show of hands.

X.—Mr. Muirhead proposed [illegible]—

That [illegible] agreed [illegible]—

In the case of [illegible] that the [illegible] charges [illegible] to the forwarding [illegible] the [illegible]

For the charges [illegible] have been [illegible]

Appendix K—*contd.*

Power of railway administrations to recover undercharges—*concld.*

Mr. Drew moved an amendment—

That, as the overcharges collected on "To pay" consignments are retained by the receiving railway, the matter be not considered.

The amendment was lost on a show of hands.

Mr. Muirhead's proposal was then carried* on a show of hands.

* *Vide* Resolution No. 29.

Question No. 28.

Reconsideration of Regulation 32 of the Railway Conference of 1899.

NOTE.—This proposal was not discussed at the full Conference.

XI.—Lieutenant-Colonel Wilson proposed—

That Conference Regulation 32 of 1899 be cancelled and Regulation 32 of 1893 be substituted, the word "20th" being altered to "15th".

Mr. Wright proposed as an amendment—

That Conference Regulation 32 of 1899 should stand, with the modification that the first advices of changes of fares, rates, classifications, etc., shall be issued on the 1st of February, 1st May, 1st August, and 1st November instead of on the quarterly dates entered in Conference Regulation 32 of 1899, and that the rest of Regulation 32 be amended to bring it into conformity with this change.

Rule 32 would then read as follows:—

32 (*a*) Advices of all changes of rates, fares, classifications, rebates and conditions shall be issued quarterly and shall be despatched not later than the first day of the following months in each year, namely, the 1st of February, the 1st of May, the 1st of August and the 1st of November.

Changes of rates, fares, etc.

(*b*) The receiving railway or railways may despatch one advice of consequent alterations before the first day of the month following the first advice of alteration. Such consequent alterations shall apply only to rates affected by the changes notified in the first instance. These advices under (*a*) and (*b*) respectively (twelve copies, or such other number as may be agreed on) shall be sent only once quarterly to all railways with which there is through booking, a *nil* form being sent when no alteration is proposed.

(*c*) The railway originally notifying cannot give notice of a further change till the expiry of three months after that in which the first advice is required to be given.

(*d*) The rates, etc., so advised shall become operative from the first day of the third month following that in which they are required to be notified under clauses (*a*) and (*b*).

Example—

Railway A may give notice to Railway B not later than the 1st of May. The rates, etc., contained in such notice will come into force on the 1st of August.

Railway B may give notice not later than the 31st of May of consequent alterations. Such consequent alterations will also come into force on the 1st of August.

No further alterations can be brought into force on the 1st of August, but must form the subject of fresh notice under clause (*a*) of this Regulation.

(*e*) With the consent of all railways interested, any railway or railways may introduce or alter through rates with immediate effect, but in the absence of such consent the procedure shall be as laid down in clauses (*a*) and (*b*) of this Regulation.

(*f*) Any rates notified in contravention of these regulations shall be inoperative.

NOTE.—The rules as to changes in rates apply to through rates. Changes in local rates may be introduced at any period, but must be notified to all railways within 14 days after date of introduction.

Appendix K—*contd.*

The Committee divided on the amendment.—

Ayes—51 votes.	Votes	*Noes—45 votes.*	Votes
E. H. Dwane (Nizam's ry.)	4	J. Burn Murdoch (S. M. ry.)	6
W. A. Dring (E. I. ry)	10	W. Drew (E. C. ry.)	4
A. Muirhead (G. I. P. ry.)	8	J. Lightfoot (E. B. and C. P. Cs.' rys).	7
W. B. Wright (I. M. ry.)	5	G. F. Wilson (O. & R. ry.)	6
H. D. Olivier (B., B. & C. I. ry.)	9	A. E. P. Graves (B. N. ry)	6
E. F. Jacob (N. W. ry.)	10	A. Izat (B. & N. W., R. & K. and B. D. rys)	8
F. Dunsterville (Madras ry.)	5	W. H. Spalding (S. I. ry)	5
		J. Stuart (A. B. ry.)	3

Amendment *agreed to.*

Mr. Muirhead suggested that the question as to what action should be taken in the event of a railway withdrawing from this regulation should be considered. This was agreed to.

XII.—Mr. Muirhead, thereupon, proposed—

> That in the event of any railway, under Conference Resolution No. 51 of 1899, withdrawing from Conference Regulation 32, the railways, parties to the Conference, are not bound to accept the *changes in rates notified by the withdrawing railway.*

This was carried,* the only dissentient being the Bengal-Nagpur railway.

* *Vide* Resolution No. 32.

Question No. 35.

Interpretation of *Regulation 35 (e)* of the Railway Conference of 1899.

XIII.—*Lieutenant-Colonel Wilson proposed that in place of Conference* Regulation 35 (*e*) reading as proposed in the papers laid before the Conference, it should read as follows:—

> Any damage, *deficiency, or loss must be notified* to the consigning and transhipping stations by telegram tendered for despatch within six hours of the time at which the wagon is opened.

This proposal was carried† on a show of hands.

† *Vide* Resolution *No. 30.*

F. B. HEBBERT,
Secretary.

A. IZAT, C.I.E.,
Chairman.

18th September 1900.

The proceedings of Committee No. 2 on Questions Nos. 4, 14, 17, 18, 19, 21, 23, 26, 28 and 35 are submitted to the full Conference for consideration and confirmation.

19th September 1900.

A. IZAT, C.I.E.,
Chairman.

Appendix K—*contd.*

4th Meeting of Committee No. 2 on 18th September 1900, at 11-30 A.M.

Attendance was the same as at the 2nd and 3rd meetings, except that Mr. C. J. Keene, Traffic Superintendent, East Coast railway, was also present.

Mr. Wenden, Manager, Great Indian Peninsula railway, having left Simla, did not attend.

The minutes of the 3rd meeting were read and confirmed.

The chair was then occupied by Mr. Lightfoot, at the request of Mr Izat who was interested in the subject about to be discussed.

Question No. 3.

Reconsideration of rates and conditions for the carriage of foreign railway materials and stores, excluding coal.

XIV.—With reference to a paper laid by Mr. Izat before the Committee, since the 1st Meeting of this Committee dealing with the rates and conditions for the carriage of foreign railway coal, materials and stores, Mr. Muirhead proposed—

> That as the subject-matter of Mr. Izat's paper has not been referred to this Committee by the full Conference, the paper should not be recorded.

This was agreed to.

XV.—Mr. Dring moved—

> That paragraph 8(*a*) of schedule C should be modified so as to read as follows:—
>
> (*a*) *Consignments equal to or exceeding a full wagon load.* Such consignments must be loaded, as far as practicable, in full wagon loads, any balance being treated under 8 (*c*) The charge for the full wagon loads will be on actual weight loaded, at the rates prescribed in paragraph 1 (*b*), subject to a minimum weight of the carrying capacity of the wagon less half a ton.
>
> *N.B.*—When senders fail to load in accordance with the foregoing but distribute the load over a number of partly loaded vehicles, each individual vehicle will be charged on actual weight, subject to a minimum weight of the carrying capacity of the wagon less half a ton.

Mr. Izat then moved an amendment that—

> The loading of the wagons should actually be done by the sender, but that the forwarding railway should, except in cases when the loading is done at a private siding at a distance from the railway goods shed, supervise the loading and should be held responsible that only one wagon of a consignment is lightly loaded and that this wagon as containing the balance of a consignment should not be charged on the carrying capacity of the wagon but on the minimum agreed to. Also that when a consignment is despatched on which a minimum charge per wagon is made, the sender's acceptance of this charge should be taken on the forwarding note; further that the minimum weight for charge for a standard gauge wagon be 150 maunds and for a metre gauge wagon 100 maunds.

The Committee divided on the amendment:—

Ayes—47 Votes.	Votes.	*Noes—33 Votes.*	Votes.
W. Drew (E. C ry.)	4	E. H. Dwane (Nizam's ry.)	4
H. D. Olivier (B., B. & C I. ry)	9	W. A. Dring (E. I. ry.)	10
J. Lightfoot (E. B. and C. P. Cs.' rys.)	7	A. Muirhead (G. I. P. ry.)	
G. F. Wilson (O. & R. ry.)	6	W. B. Wright (I. M. ry.)	5
E. F. Jacob (N. W. ry.)	10	A. E. P. Graves (B. N. ry.)	6
A. Izat (B. & N. W., R. & K. and B. D. rys.).	8		
J. Stuart (A. B. ry.)	3		

[Lieutenant-Colonel J. Burn Murdoch, R.E. (S. M. ry.), Mr. F. Dunsterville (Madras ry.) and Mr. W. H. Spalding (S. I. ry.) did not vote.]

Amendment *agreed to*.*

* *Vide* Resolution No. 45.

Appendix K—*contd.*

XVI.—Mr. Dring having invited the Conference to express an opinion whether under paragraph 7 of schedule C to Government of India Circular No. 8 Railway, dated 4th May 1895, a short distance charge on railway materials and stores carried less than 75 miles is admissible,

Mr. Izat moved—

> That in the opinion of the Committee, schedule C does not empower any Railway company that has adopted that schedule to levy a short distance charge in the case of railway materials and stores, excluding coal, carried for foreign railways, and that no modification of paragraph 7 of the schedule is necessary or desirable in this respect.

This motion was carried *

* *Vide* Resolution No. 46.

XVII.—Mr. Izat next moved—

> That in the opinion of this Committee the rates laid down in schedule C to Circular No. 8 Railway, dated 4th May 1895, are and should remain "railway risk" rates.

Mr. Muirhead moved as an amendment:—

> That the Government of India be moved to declare that the rates laid down in schedule C to Government of India Circular No. 8 Railway, dated 4th May 1895, are at "owner's risk".

Mr. Muirhead's amendment was carried† on a show of hands by 7 to 4.

† *Vide* Resolution No. 47.

XVIII.—Mr. Izat having suggested that the Committee should discuss paragraphs 2 and 3 of schedule C to Government of India Circular No. 8 Railway, dated 4th May 1895, it was decided that this should be done.

Mr. Izat thereupon moved—

> That the Government of India be moved to cancel paragraphs 2 and 3 of schedule C of Railway Circular No 8 of 1895.

Mr. Izat's proposal was lost on a show of hands.

Question No 5—(*concld.*).

XIX.— Mr. Stuart proposed—

Reweighment of coal at junctions when there is a break of gauge and consequent transhipment or even when there is no break of gauge.

> That in conformity with rule 7 of schedule A of Railway Circular No 8 of 1895, coal carried for the public be carried at owner's risk, that, in conformity with rule 7 of schedule B of the same circular when coal is carried for foreign railways, such coal shall be carried at "railway risk," and that reweighment at junction be compulsory.

(*Vide* also paras II and xx)

Mr. Izat moved amendment No. 1—

. . . .

Mr. Wright moved amendment No. 2—

> That coal consigned in full wagon loads is chargeable on the carrying capacity of the wagon used at the rates fixed in schedules A and B of Government of India Circular No 8 Railway, dated 4th May 1895, and this Committee recommends the Conference to represent to the Government of India the necessity for these rates being quoted at owner's risk both in the case of coal carried for railways and for the public.
>
> It is pointed out that the actual weights loaded are ascertained by railway weighments at the despatching stations and entered on the invoices, the colliery bills being prepared on these weighments, but it would be ordinarily impracticable to reweigh all coal passing junctions or, in many cases, at destination.

Appendix K—*contd.*

The Committee divided on amendment No. 2:—

Ayes—38 votes.	Votes.	*Noes—39 votes.*	Votes.
E. H. Dwane (Nizam's ry.)	4	J. Burn Murdoch (S. M. ry.)	6
W. A. Dring (E. I. ry.)	10	H. D. Olivier (B., B. & C. I. ry.)	9
A. Muirhead (G. I. P. ry)	8	J. Lightfoot (E. B. and C. P. Cs.' rys.)	7
W. B. Wright (I. M. ry.)	5	G. F. Wilson (O. & R. ry.)	6
A. E. P. Graves (B. N. ry.)	6	A. Izat (B. & N. W., R. & K. and B. D. rys.).	8
F. Dunsterville (Madras ry.)	5	J. Stuart (A. B. ry.)	3

[Mr. E. F. Jacob, C. I. E. (N. W. ry.), Mr. W. H. Spalding (S. I. ry.) and Mr. W. Drew (E. C. ry.) did not vote.]

The amendment was lost.

Amendment No. 1 was also put and lost on a show of hands.

Mr. Stuart's proposal then being put was lost on a show of hands.

XX.—Lieutenant-Colonel Olivier thereupon proposed—

Vide Resolution No. 49.

That the Committee report to the full Conference that it is unable to arrive at any decision on the issues involved in Question No. 5.

This proposal was carried *nem. con.*

5th Meeting of Committee No 2 on 21st September 1900, at 11-30 A.M.

The attendance was the same as at the previous meeting except that Lieutenant-Colonel Wilson was not present.

The proceedings of the 4th meeting were read and confirmed while Mr. Lightfoot was in the chair. Thereafter Mr. Izat took the chair.

Question No. 36.

Refund of overcharges by railway administrations.

(*Vide* also para. XXIX.)

XXI.—Mr. Stuart proposed—

That any overcharge either in coaching or goods, amounting to Rs. 5 or over, should be refunded if discovered not later than six months after the charges have been collected:—

(*a*) The refund to be made only when practicable and, if necessary, under an indemnity bond.

(*b*) If the identity of the person cannot be established, the traffic department must withhold payment of the refund.

(*c*) All cases of refund on coaching and paid goods and parcels to be made by the railway owning the station at which the said coaching, paid goods and parcels were originally booked.

(*d*) All cases of refund on "To pay" goods and parcels to be made to the consignee at station of destination by the railway owning that station.

(*e*) Printed lists in English and in the vernacular of all refunds due, showing the number of invoices and dates of same, as well as stations from and to, and consignors' and consignees' names to be published quarterly on the 1st January, April, July and October, respectively, and exhibited at all goods booking stations.

(*f*) When a claim for refund is preferred, both the audit and traffic departments of the railway making the refund will certify the overcharge sheet as to the correct amount to be refunded and the refund shall then be made to the party concerned according to paragraph (*a*), or it may be dealt with as per paragraph (*b*), as the case may be.

The overcharge sheet will be forwarded subsequently to the foreign railways concerned for post audit.

Appendix K—*contd.*

(*g*) If owing to an error on the part of the audit and traffic departments, more than the correct sum be refunded, the excess amount refunded shall be borne by all the railways concerned and divided in mileage proportion.

Refund of charges by rail administrations—*contd*

Mr. Muirhead then proposed amendment No. 1—

That the following procedure be followed in the case of overcharges claimed and unclaimed.—

(*i*) Unclaimed overcharges.

(*a*) Overcharges, either coaching or goods ... in error, shall be refunded, if ... money has been collected, ... money is due can be established

Particulars of such refunds due shall be published in lists signed by the Traffic Manager and posted in the goods shed at the stations at which the consignments were delivered. Such refunds shall only be made by the railway which collects the money, and the procedure described in paragraph (*ii*) shall be followed in making the refund

Claimants to these refunds shall be required to establish their claims.

(*b*) To meet the cases of large and well known firms it may be arranged that such firms as are prepared to sign an undertaking to pay undercharges after delivery shall also be allowed to include in the same agreement an undertaking by the railway to refund all overcharges as soon as discovered

(*ii*) Refunds claimed by the public.

(*a*) When a claim for refund, either coaching or goods, is preferred, the railway which made the collection shall check the claim, and if due, prepare the overcharge sheet. On certification of the overcharge sheet by its own audit office on behalf of all railways connected with the transaction, the refund shall be made to the party concerned, the overcharge sheet being subsequently sent to the several audit and traffic offices concerned for post audit.

(*b*) The railway which collected the money shall be the only railway competent to make a refund under these circumstances. Applications for refunds, if received by the other railway or railways parties to the transaction, shall be forwarded to the railway which is entitled to make the refund for disposal and the claimant advised. If by an error more is refunded in any case or in the proportion of any railway or railways than is actually due, the excess amount refunded shall be divided in mileage proportion over all the railways concerned.

(*iii*) Legalising transactions.

In recommending these proposals for the consideration of Government and the Board, the Government of India should be moved to empower railways to prefer and recover claims for undercharges due to them within a period of six months also that Government be invited to legalise the railways being released from all liability, provided they refund any account to the best of their judgment.

It was decided that the proposal and amendments be put in print and that the discussion be adjourned till the next meeting.

Question No. 37.

XXII—Mr. Dunsterville (Madras railway) proposed—

Revision of the ... cial trains, etc, for high officials of Government (*Vide* also para. XXX.)

That the Confer... railways ... the Conference.

Mr. Muirhead seconded the proposal.

On the motion of the Chairman it was decided to refer the proposal to a Sub-committee consisting of Messrs. Dunsterville, Dwane, Powell and Bagnall

Appendix K—*contd.*

Question No. 39.

Interpretation of Regulation 46 (*c*) of the Railway Conference of 1899.

XXIII.—Lieutenant-Colonel Olivier proposed in regard to issue (*a*)—

That the Conference be recommended to pass a resolution that in its opinion Regulation 46 (*c*) does apply to the carriage of copper coins.

Mr. Dunsterville (Madras railway) seconded the proposal.

On a show of hands the pr posal was lost.

XXIV.—Lieutenant-Colonel Burn Murdoch proposed in regard to issue (*b*)—

That it should be settled by deciding that sub-clauses (*b*) and (*c*) of Regulation 46 be transposed and the words "on actual weight subject to the minimum, for luggage, of 10 seers" be added to the present clause (*b*) after the words "two pies per maund per mile" in the first clause.

Regulation 46 will then read as follows :—

46. (*a*) Treasure, including specie, bullion, gold and silver coin, jewellery, trinkets, plate, etc., shall be carried at the following rates, *viz.* :—

	Pies per maund per mile.
Up to 27 maunds	2½
Above 27 and up to 81 maunds	2
" 81 " " 270 "	1½
Over 270 maunds	1 pie.

provided that the charge for any quantity shall not be less than that for a smaller quantity according to the above scale.

Escort—

(i) One man is allowed to travel free, both on the outward and return journey, as a third class passenger, when the consignments of treasure are over 54 and under 135 maunds.

(ii) Two men when consignments are from 135 to under 270 maunds.

(iii) Four men with consignments of 270 maunds and over.

(iv) When a consignment amounts to 20 lakhs of rupees or more (625 maunds or more), a guard of four men is allowed with return passage free of extra charge.

(*b*) The minimum charge for treasure shall be as for one maund, fractions of a maund above one maund being charged for as follows :—

Under	10 seers as 10 seers.				
Exceeding	10 seers, but not exceeding		20 seers as		20 seers.
"	20 "	"	30 "		30
"	30 "	"	40 "		40

(*c*) Copper coin by passenger train in quantities of five maunds and under shall be carried at the rate of two pies per maund per mile on actual weight subject to the minimum, for luggage, of 10 seers; in quantities over five maunds, at one pie per maund per mile, subject to a minimum charge as for ten maunds.

Mr. Dring (E. I. ry.) seconded the proposal.

This proposal was carried* on a show of hands.

* *Vide* Resolution No. 50.

Question No. 40.

Interpretation of Regulation 28 of the Railway Conference of 1899.

XXV.—Mr. Jacob proposed—

That Regulation 28 be cancelled.

Lieutenant-Colonel Olivier, R.E., seconded the proposal.

This proposal was carried† *nem. con.*

† *Vide* Resolution No. 51.

Appendix K—*contd.*

Question No 44.

XXVI.—Mr. Dring (E. I. ry.) proposed—

> That the Conference be recommended to pass a Resolution that the remark "at railway risk" or "at owner's risk" should be stamped on all invoices.

The endorsing of invoices to indicate whether consignments are carried at railway or owner's risk.

This proposal was seconded by Mr. Pope (O. & R. ry).

Mr. Wright moved an amendment—

> That all invoices for goods carried at owner's risk should be stamped with the words "owner's risk".

Mr. Muirhead seconded the amendment.

Mr. Wright's amendment was lost and Mr. Dring's proposal was carried* on a show of hands.

* *Vide* Resolution No 52

XXVII.—Mr. Dring (E. I. ry) *proposed*—

> That in the case of failure to enter the correct remark, *the forwarding railway should* be held solely responsible for loss or damage and for any expenditure that *may be incurred, as if the consignment was booked at railway risk.*

This proposal was seconded by Mr. Muirhead (G. I. P. ry.).

Mr. Pope (O. and R. ry) moved as an amendment—

> That in the case of failure to enter the correct remark, the loss, damage or any expenditure that may be incurred shall be shared by the railways over which the goods travel in mileage proportion.

This amendment was seconded by Mr. Graves.

On a show of hands Mr. Pope's amendment and Mr. Dring's proposal were lost.

XXVIII.—Mr. Dring (E I. ry.) thereupon proposed—

> That in the case of failure to enter the remark "at owner's risk" when so carried, the forwarding railway should be held solely responsible for loss or damage and *other attenda t expenditure.*

This proposal was *seconded by* Mr. Muirhead.

Mr. Stuart (A. B. ry.) proposed as an amendment—

> [illegible] the remark "at railway risk" or "at owner's risk" on [illegible] a shall wire to the forwarding station enquiring [illegible], booked "at owner's risk" or "at railway risk." [illegible] all *be held responsible for the collection* of the correct charges

This amendment was seconded *by Lieutenant*-Colonel Burn Murdoch.

Mr. Stuart's amendment was carried on† a show of hands.

† *Vide* Resolution No 53.

6th Meeting of Committee No. 2 on 24th September 1900, at 1 P M.

The attendance was the same as at the last meeting except that Mr. Izat was prevented by indisposition from being present and Lieutenant-Colonel Wilson took the chair.

The proceedings of the 5th meeting were read and confirmed.

Appendix K—*contd.*

Question No. 36—(*concld.*).

Refund of overcharges by railway administrations. (*Vide* also para. XXI)

XXIX.—Mr. Stuart (A. B. ry.) moved and Lieutenant-Colonel Burn Murdoch seconded a proposal—

That any overcharge either in coaching or goods, amounting to Rs. 5 or over, should be refunded, if discovered not later than six months after the charges have been collected:—

(*a*) The refund to be made only when practicable and, if necessary, under an indemnity bond.

(*b*) If the identity of the person cannot be established, the traffic department must withhold payment of the refund.

(*c*) All cases of refund on coaching and paid goods and parcels to be made by the railway owning the station at which the said coaching, paid goods and parcels were originally booked.

(*d*) All cases of refund on "To pay" goods and parcels to be made to the consignee at station of destination by the railway owning that station.

(*e*) Printed lists in English and in the vernacular of all refunds due, showing the number of invoices and dates of same, as well as stations from and to, and consignors' and consignees' names to be published quarterly on the 1st January, April, July and October, respectively, and exhibited at all goods booking stations.

(*f*) When a claim for refund is preferred, both the audit and traffic departments of the railway making the refund will certify the overcharge sheet as to the correct amount to be refunded and the refund shall then be made to the party concerned according to paragraph (*a*), or it may be dealt with as per paragraph (*b*), as the case may be.

(*g*) The overcharge sheet will be forwarded subsequently to the foreign railways concerned for post audit.

(*h*) If owing to an error on the part of the audit and traffic departments, more than the correct sum be refunded, the excess amount refunded shall be borne by all the railways concerned and divided in mileage proportion.

Mr. Muirhead then proposed amendment No. 1—

That the following procedure be followed in the case of overcharges claimed and unclaimed:—

(*i*) Unclaimed overcharges.

(*a*) Overcharges, either coaching or goods, amounting to not less than Rs. 5, shall be refunded, if discovered not later than six months after the money has been collected, provided the identity of the party to whom the money is due can be established.

Particulars of such refunds due shall be published in lists signed by the Traffic Manager and posted in the goods shed at the stations at which the consignments were delivered. Such refunds shall only be made by the railway which collects the money to the person who paid the money, or his order, and the procedure described in paragraph (ii) shall be followed in making the refund. Claimants to these refunds shall be required to establish their claims.

(*b*) To meet the cases of large and well known firms it may be arranged that such firms as are prepared to sign an undertaking to pay undercharges after delivery shall also be allowed to include in the same agreement an undertaking by the railway to refund all overcharges as soon as discovered; the limit of time being six months in either case.

(*ii*) Refunds claimed by the public.

(*a*) When a claim for refund, either coaching or goods, is established, the railway which made the collection shall check the claim, and if due, prepare the overcharge sheet. On certification of the overcharge sheet by its own audit office on behalf of all railways connected with the transaction, the refund shall be at once made to the party concerned, the overcharge sheet being subsequently sent, if necessary, to the several audit and traffic offices concerned for post audit.

(*b*) The railway which collected the money shall be the only railway competent to make a refund under these circumstances. Applications for refunds, if

Appendix K—*contd.*

received by the other railway or railways parties to the transaction, shall be forwarded to the railway which is entitled to make the refund for disposal and the claimant advised. If by an error, more is refunded, in any case, in the proportion of any railway or railways, than is actually due, the loss shall be shared in mileage proportion between all the railways concerned. *Refund of overcharges by railway administrations—contd.*

(*c*) All items not disbursed after the expiry of a period of six months from the date of discovery shall be credited to the railway or railways in whose proportion the overcharge occurred.

(*iii*) Legalising transactions.

In recommending these proposals for the consideration of Government and the Boards of the several railways, the Government of India should be moved to empower railways to prefer and recover claims for undercharges due to them within a period of six months. also to legalise the railways being released from all liability in respect to any amount they refund to the best of their knowledge.

This amendment was seconded by Mr. Lightfoot (E B. ry.).

Mr. Dunsterville (Madras ry.) proposed amendment No. 2 which was seconded by Mr. Drew (E. C. ry.)—

That Mr. Stuart's proposal be altered as follows —

1. That clause (*b*) be omitted as unnecessary.
2. That clause (*e*) be amended by providing that such lists be furnished by the audit offices to the Traffic Managers who shall refer to consignees.
3. That clause (*f*) be altered by leaving out all after "paragraph (*a*)".
4. That clause (*g*) be omitted as being unnecessary.
5. That clause (*h*) be omitted.

Amendment No. 3 was then moved by Mr. Dring and seconded by Lieutenant-Colonel Olivier—

That Mr. Muirhead's proposal be altered as follows.—

In the 2nd sub-clause of clause (*i*) (*a*) the first sentence beginning with "Particulars of such refunds" be omitted.

It having been agreed, on Mr. Dring's motion, that clauses (*i*) and (*ii*) of Mr. Muirhead's amendment should, in the first instance, be taken together and voted on, and then head (*iii*), Mr. Dring's amendment—

That clauses (*i*) and (*ii*) of Mr. Muirhead's amendment should be altered as proposed by Mr. Dring and passed.

was voted on and carried*—

Ayes—82 votes.

	Votes.
E. H. Dwane (Nizam's ry)	4
W. Drew (E. C. ry.)	4
W. A. Dring (E. I. ry)	10
A. Muirhead (G. I. P. ry.)	8
W. B. Wright (I. M. ry.)	5
H. D. Olivier (B., B. & C. I ry.)	9
J. Lightfoot (E. B. and C. P. Cs.' rys.)	7
G. F. Wilson (O. & R. ry.)	6
A. E. P. Graves (B. N. ry.)	6
E. F. Jacob (N. W. ry.)	10
R. Bagnall (B. & N. W., R. & K. and B. D. rys.)	8
W. H. Spalding (S. I. ry)	5

Noes—9 votes.

	Votes.
J. Burn Murdoch (S. M. ry.)	6
J. Stuart (A. B. ry)	3

[Mr. F. Dunsterville (Madras ry.) did not vote]

* *Vide* Resolution No 54.

Appendix K—*contd.*

In accordance with Mr. Dring's motion that clause (iii) of Mr. Muirhead's amendment be next considered, this was then voted on and carried*—

* *Vide* Resolution No. 54.

Ayes—42 votes.

		Votes.
E. H. Dwane (Nizam's ry.)	...	4
W. Drew (E. C. ry.)	... ...	4
A. Muirhead (G. I. P. ry.)	...	8
W. B. Wright (I. M. ry.)	...	5
J. Lightfoot (E. B. and C. P. Cs.' rys.)		7
A. E. P. Graves (B. N. ry.)	...	6
R. Bagnall (B. & N. W., R. & K. and B. D. rys.).		8

Noes—25 votes.

		Votes.
J. Burn Murdoch (S. M. ry.)		6
G. F. Wilson (O. & R. ry.)	...	6
E. F. Jacob (N. W. ry)		10
J. Stuart (A. B. ry.)	...	3

[Mr. W. A. Dring (E. I. ry.), Lieutenant-Colonel H D. Olivier, R.E. (B , B. & C. I. ry.), Mr. F. Dunsterville (Madras ry.) and Mr. W. H. Spalding (S. I. ry) did not vote.]

7th Meeting of Committee No. 2 on 24th September 1900, at 3 P.M.

The attendance was the same as at the last meeting.

Question No. 37—(*concld.*).

Revision of the existing form of requisition, and the adoption of a special form of ticket, for the haulage of special trains, etc., for high officials of Government.

XXX.—The Sub-Committee appointed in proceedings No. XCII above submitted two forms A and B for approval.

The forms were approved† as printed here below.

† *Vide* Resolution No. 55.

---

isition *for special accommodation for all High Officials of Government when travelling on duty by railway.*

ain leaving______station on______railway______o'clock,

______190 , to______station on______railway

Description of accommodation required.

Special train.

For particulars of composition of train including engine power see over-leaf.

Bogie saloons.

) Saloons other than bogies.

) Reserved 1st class carriages.

) Other accommodation (if any)______

6) Chaprassis, etc, in ordinary 3rd class

7) Extra luggage not carried in the above (2, 3, 4 or 5) mds.______srs.______

Certified that conveyance as above has been provided on this requisition also that the conveyance is required for a journey on public duty.

Signature ______

Designation ______

CHARGEABLE TO GOVERNMENT.

Requisition *for special accommodation for all High Officials of Government when travelling on duty by railway.*

By train leaving______station on______railway______o'clock,

on______190 , to______station on______railway

*vid*______

Description of accommodation required.	Owning railway.	No of carriages required	Loaded or empty.	Required by	
				Name	Designation
(1) Special train					
For particulars of composition of train including engine power see overleaf					
(2) Bogie saloons					
(3) Saloons other than bogies					
(4) Reserved 1st class carriages					
(5) Other accommodation (if any)______					
(6) Chaprassis, etc, in ordinary 3rd class					
(7) Extra luggage not carried in the above (2, 3, 4 or 5) mds ______srs.______					

Certified that conveyance as above has been provided on this requisition, also that the conveyance is required for a journey on public duty.

*Signature*______

*Designation*______

N.B.—This order should be sent as a voucher to______in support of the charges.

Particulars of special train.

———— Special bogie saloons.

———— Special saloons other than bogies.

———— First class carriages.

———— Composite carriages.

———— Second class carriages.

———— Third class carriages.

———— Brake-vans.

...oods for ———— maunds luggage.

... for ———— horses.

... for ———— horses.

...ks for ———— carriages.

...l engine power, brake-vans, etc., will be supplied in accordance ...ion of train.

———— RAILWAY.

PARTICULARS OF SPECIAL TRAIN.

———— Special bogie saloons.

———— Special saloons other than bogies.

———— First class carriages.

———— Composite carriages.

———— Second class carriages.

———— Third class carriages.

———— Brake-vans.

Covered goods for ———— maunds luggage.

Horse-boxes for ———— horses.

Cattle trucks for ———— horses.

Carriage trucks for ———— carriages.

The usual engine power, brake-vans, etc., will be supplied in accordance with composition of train.

Charges to be levied as per annexed schedule.

Special trains.

Haulage.

	Standard gauge. Rs. a. p.	Metre gauge. Rs. a. p.
For a special train of not more than nine ordinary coaching vehicles, including two brake-vans, to be used for luggage, the minimum charge shall be, per mile,	3 0 0	2 0 0
with a minimum total charge of ...	200 0 0	150 0 0
A bogie carriage to be reckoned as two ordinary vehicles		
For each ordinary vehicle in excess of nine such or their equivalent ...	Per mile. 0 6 0	0 4 0
For each bogie carriage in excess of nine ordinary vehicles or their equivalent ...	0 8 0	0 6 0
For each additional engine ...	2 8 0	2 0 0

Ordinary trains.

Haulage.

		Per mile. Standard gauge. Rs. a. p.	Metre gauge. Rs. a. p.
For bogie carriages, each loaded ...		0 8 0	0 6 0
	Empty ...	0 4 0	0 3 0
For vehicles other than bogie carriages	each loaded	0 6 0	0 4 0
	Empty ...	0 3 0	0 2 0

Servants travelling in other than special carriages at ordinar[y] fares.

Demurrage charges for both special and ordinary trains.

Eight annas per vehicle per hour or fraction of an hour.

Rs. 10 per engine kept in steam per hour or fraction o[f] an hour.

Demurrage charges on foreign lines to be divided between owning and carrying company as per Resolution No. 39 of the Railway Conference of 1900.

________ RAILWAY.

No.______

Special Ticket *for the haulage of the undermentioned vehicles on Government account.*

*From*______ *to*______ *viâ*______

(1) Special train______vehicles______brake-vans.

(2) ______bogie saloons.

(3) ______ordinary saloons.

(4) ______1st class carriages.

(5) ______(other accommodation)

(6) ______Chaprassis in ordinary 3rd class.

(7) ______maunds luggage (not carried in 2, 3, 4 or 5).

______ *Station Master*

______ *Station*______ *190* .

This ticket is issued in exchange for Government requisition No.______,

Dated______190 presented by______

B.

________ RAILWAY.

No.______

Special Ticket *for the haulage of the undermentioned vehicles on Government account.*

*From*______ *to*______ *viâ*______.

(1) Special train______vehicles______ ______brake-vans.

(2) ______bogie saloons.

(3) ______ordinary saloons

(4) ______1st class carriages.

(5) ______(other accommodation).

(6) ______Chaprassis in ordinary 3rd class.

(7) ______maunds luggage (not carried in 2, 3, 4 or 5).

______*Station Master.*

______*Station*______*190* .

This ticket is issued in exchange for Government requisition No.______, dated______190 .

presented by______

Appendix K—*contd.*

Question No. 45.

Assimilation of the leave rules in operation on the several railways in India. (*Vide* also para. lii.)

XXXI.—Mr. Muirhead (G. I. P. ry.) proposed—

That the matter be referred to a Sub-committee, composed of the following gentlemen, to draw up draft rules for the approval of this Committee.

Members of Sub-Committee—

Messrs. Wright, Dunsterville, Dwane, Stuart, Graves, Spalding, Bagnall, Powell and Muirhead.

This proposal was seconded by Mr. Dwane (Nizam's ry.).

This was carried *nem. con.*; the representatives of the State railways abstaining from voting. It was then settled that the first meeting should take place immediately after the rising of the full Conference on the 25th instant.

Question No. 2.

Introduction of "a cooly" class on Indian railways.

XXXII.—Mr. Wright (I. M. ry.) proposed—

That the consideration of Question No. 2 relating to the introduction of a cooly class on Indian railways be deferred.

This proposal was seconded by Lieutenant-Colonel Olivier (B., B. & C. I. ry.).

This was carried* *nem. con.*

* *Vide* Resolution No. 56.

Question No. 7.

Proposed modification in the rules regarding the concession to school children.

XXXIII.—Proposed by Lieutenant-Colonel Wilson and seconded by Mr. Lightfoot:—

That paragraph 1 against item 4 of appendix P to the Proceedings of the Railway Conference of 1899 should read as follows:—

> When in parties of not less than 4, which number may, in the case of children, include attendants in charge (one person for each party), shall be allowed to travel in the next higher class to that for which they pay fares and 3rd class for half the third class fare, on production of a certificate signed by the Head Master or Mistress or Principal of the school or college to which they belong. Children under 12 and above 3 years of age to be charged half the concession fares. Return tickets are not granted. Each party must travel together in the same train, but not necessarily in the same class of carriage. The number of the party may be increased or decreased *en route*, provided the number does not at any time fall short of the minimum of 4.

The proposal was carried† *nem con.*

† *Vide* Resolution No. 57.

8th Meeting of Committee No. 2 on 25th September 1900, at 12-30 p.m.

The attendance was the same as at the last meeting.

The proceedings of the 6th and 7th meetings were read and confirmed.

F. B. HEBBERT ;
25th September 1900.

G. F. WILSON, *Lieut.-Col., R.E.,*
Chairman.

The proceedings of Committee No. 2 on Questions Nos. 3, 5, 36, 37, 39, 40, 44, 2 and 7 are submitted to the full Conference for consideration and confirmation.

G. F. WILSON, *Lieut.-Col., R.E.,*
Chairman.

Appendix K—*contd.*

9th Meeting of Committee No. 2 on 27th September 1900, at 11-30 A.M.

The attendance was the same as at the last meeting except that Lieutenant-Colonel Olivier and Messrs. Pope and Bagnall did not attend, having left Simla.

Minutes of meeting No. 8 were read and confirmed.

On Mr. Muirhead's motion, Supplementary papers 12 and 13 were first discussed.

Supplementary paper No. 12.

The issues are as follows :—

Applicability of *Conference Regulations* to railway rates when there is a competitive route partly by rail and partly by sea, the Companies controlling the latter *not being parties* to the Conference Regulations

(i) Is the *Great Indian Peninsula railway bound* by the Conference Regulations in regard to the notifying of rates while the other route is not so bound ?

(ii) Should not the Southern Mahratta railway, who control the West of India Portuguese route, decline to through-book by that route by rates other than those notified in accordance with Conference Regulations ?

XXXIV.—Lieutenant-Colonel Burn Murdoch proposed and Mr. Lightfoot seconded :—

That the answer to issue (i) of Supplementary paper No. 12 is that the Great Indian Peninsula railway is *not bound by Conference Regulations.*

The proposal was carried* on a show of hands.

* *Vide* Resolution No 58.

XXXV.—Lieutenant-Colonel *Burn Murdoch* moved in regard to issue (ii), and Lieutenant-Colonel Wilson seconded —

[illegible] representative of the *Southern Mahratta railway* [illegible] e West of India [illegible] illing to accept [illegible] o West of India [illegible] of opinion that [illegible] through-book by that route by rates other than those notified in accordance with Conference Regulations.

Mr. Wright then moved amendment No. 1, which was seconded by Mr. Powell :—

[illegible] should not join with a con- [illegible] quoting combined through [illegible] is, in order to compete with an alternative route formed by a railway or railways abiding by those rules and regulations.

Mr. Lightfoot moved amendment *No. 2*, which was *seconded* by Mr. Stuart :—

(1) That Conference Rule 32 does not prohibit *immediate replies being made to* [illegible] rates quoted by railways or combined steamer and railway routes [illegible] Conference [illegible] of all [illegible] orma- [illegible]

(2) Also that railways so booking with outside routes should, as far as possible, *endeavour* to make them conform with Rule 32, but nothing in the Railway Conference Rules is intended to make a railway surrender its natural advantages connected with a sea or river route.

Mr. Jacob moved amendment No. 3, *which was seconded by* Mr. Muirhead :—

That railways entering into *agreement* for through-booking with steamer and river companies or railways not parties to the Conference should stipulate that the Conference Regulations regarding the notifications of changes in rates should be observed.

Appendix K—*contd.*

In the case of existing agreements which do not make such a provision, railways through-booking with steamer or river companies or railways not parties to the Conference should at once notify any alterations in rate introduced by the latter, in order to enable competing routes to equalize.

In the absence of any agreement railways should refuse to quote combined through rates with steamer or river companies or railways not parties to the Conference, unless the Conference Regulations as regards notification of rates are observed.

Mr. Jacob's amendment was put to the vote and lost—

Ayes—37 votes.	Votes.	*Noes—49 votes.*	Votes.
A. Muirhead (G. I. P. ry.)	8	J. Burn Murdoch (S. M. ry.)	6
W. B. Wright (I. M. ry.)	5	E. H. Dwane (Nizam's ry.)	4
D. ff. Powell (B., B. & C. I. ry.)	9	W. Drew (E. C. ry.)	4
E. F. Jacob (N. W. ry.)	10	J. Lightfoot (E. B. and C. P. Cs.' rys.)	7
F. Dunsterville (Madras ry.)	5	G. F. Wilson (O. & R. ry.)	6
		A. E. P. Graves (B. N. ry.)	6
		A. Izat (B & N. W., R. & K. and B. D. rys.).	8
		W. H. Spalding (S. I. ry.)	5
		J. Stuart (A. B. ry.)	3

[Mr. W. A. Dring (E. I. ry.) did not vote.]

* Vide Resolution No. 59.

Mr. Lightfoot's amendment was then put to the vote and carried*—

Ayes—49 votes.	Votes.	*Noes—37 votes.*	Votes.
J. Burn Murdoch (S. M. ry.)	6	A. Muirhead (G. I. P. ry.)	8
E. H. Dwane (Nizam's ry.)	4	W. B. Wright (I. M. ry.)	5
W. Drew (E. C. ry.)	4	D. ff. Powell (B., B. & C. I. ry.)	9
J. Lightfoot (E. B. and C. P. Cs.' rys.)	7	E. F. Jacob (N. W. ry.)	10
G. F. Wilson (O. & R. ry.)	6	F. Dunsterville (Madras ry.)	5
A. E. P. Graves (B. N. ry.)	6		
A. Izat (B. & N. W., R. & K. and B. D. rys.)	8		
W. H. Spalding (S. I. ry.)	5		
J. Stuart (A. B. ry)	3		

[Mr. W. A. Dring (E. I. ry.) did not vote.]

Mr. Keene took over the duty of Secretary from Mr. Hebbert, who was leaving Simla, and acted as delegate for the East Coast railway in place of Mr. Drew, who also was leaving Simla.

Supplementary paper No. 13.

Power of railways to respond by notifying competitive rates for traffic in regions other than those affected by the rates first notified.

XXXVI.—Proposed by Mr. Lightfoot and seconded by Mr. Wright :—

That it is not advisable to discuss the question raised.

The proposal was carried on a show of hands.

Appendix K—*contd.*

Question No. 8.

XXXVII.—Proposed by Lieutenant-Colonel Burn Murdoch and seconded by Lieutenant-Colonel Wilson :— Reconsideration of Regulation 54 (*d*) of the Railway Conference of 1899.

That the first sentence of Regulation 54 (*d*) which reads as under—

> Unpacked bicycles and tricycles when accompanying the owner as luggage shall be carried as one maund and two maunds, respectively, but at the sole risk of the owner and not subject to the free allowance. They shall be carried at railway risk, packed, at parcel rates on actual weight, subject to a minimum as for one maund for bicycles and two maunds for tricycles.

be modified as follows.—

> Unpacked bicycles [illegible] allowance.

The proposal was carried* on a show of hands. * *Vide* Resolution No 60.

Question No. 9.

XXXVIII.—This paper was withdrawn by general consent. Proposed concession for the carriage of exhibition goods and of horses and ponies attending shows

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Question No. 10.

XXXIX.—Proposed by Mr. Wright and seconded by Mr. Jacob.— Simplification of parcel rates.

That it being the general opinion of the Committee that it is not advisable to make any changes in the existing parcels rates, the proposal be withdrawn.

This was agreed to.

Question No. 11.

XL.—This paper was withdrawn by general consent. Proposed concession for commercial travellers' luggage.

Question No. 15 and Supplementary paper No. 5.

These papers were discussed together. Proposed concession rates for the carriage of animals of Circus troupes other than horses; and Proposed modification in the concession rate for horses of Circus troupes.

XLI.—Proposed by Mr. Wright and seconded by Mr. Muirhead —

That the concession rate per wagon for Circus horses be the same as for low priced horses, *viz*, 3 annas per truck per mile at owner's risk.

That rates for tigers and elephants and other animals requiring special arrangements be fixed locally, by the railways concerned.

Amendment proposed by Mr. Dring and seconded by Mr. Jacob :—

That the question as to the charges for the carriage of Circus troupes is one for special arrangement as traffic offers, and that item 1 of appendix P to the Conference Proceedings of 1899 be amended accordingly.

The amendment was carried† on a show of hands. † *Vide* Resolution No. 61.

Appendix K—*contd.*

Question No. 22.

Proposed modification in the rules regarding the concession to ministers, missionaries, etc.

XLII.—Proposed by Mr. Spalding and seconded by Mr. Dunsterville:—

That item 13 of appendix P to the Conference Proceedings of 1899 be amended to read as follows:—

That ministers and missionaries, if not less than 4 in number, shall be allowed to travel 1st class on payment of 2nd class fare and 2nd class on payment of the next lower class fare, when travelling on business connected with the order or society to which they belong, if provided with a certificate to that effect from the Secretary or other recognized managing official of the society.

* *Vide* Resolution No. 62.

The proposal was carried* on a show of hands.

Question No. 27.

Conveyance of mail bags containing money under the weighment system.

XLIII.—Proposed by Mr. Graves and seconded by Mr. Powell:—

That the Government of India be asked to require the Postal Department to declare the contents of mail bags carried under the weighment system when containing treasure, and to pay freight on them at the special rates quoted for Government treasure.

† *Vide* Resolution No. 63.

The proposal was carried† on a show of hands.

Question No. 30.

Carriage of human ashes by rail.

The issues are as follows:—

(*a*)—Whether it is desirable to carry human ashes by railway; and if so,

(*b*)—What regulations as to packing should be observed and what rates should be charged.

XLIV.—Proposed by Mr. Dring and seconded by Mr. Powell:—

That the replies to issues (*a*) and (*b*) be as follows:—

Issue (*a*).—It is desirable.

Issue (*b*). Air-tight cases essential, ordinary parcels rates being charged and prepayment being made compulsory.

‡ *Vide* Resolution No. 64.

The proposal was carried‡ on a show of hands.

Question No. 31.

Proposed modification in the rule regarding the concession to cricket teams.

XLV.—Proposed by Lieutenant-Colonel Burn Murdoch and seconded by Mr. Jacob:—

NOTE.—This question was not discussed at the full Conference.

That any team of not less than 10 travelling from one or more stations to play matches, shall be granted return tickets, 1st and 2nd class, available for two months on payment of a single journey fare for each member for distance travelled.

Amendment proposed by Mr. Powell, seconded by Mr. Wright:—

That the rule stand as it is.

Appendix K—*contd.*

The amendment was carried, the voting being as follows :—

Ayes—68 votes.

	Votes.
E. H. Dwane (Nizam's ry)	4
C. J. Keene (E. C. ry.)	4
W. A. Dring (E. I. ry.)	10
A. Muirhead (G. I. P. ry)	8
W. B. Wright (I. M. ry.)	5
D. ff. Powell (B., B. & C. I. ry.)	9
J. Lightfoot (E. B. and C. P. Cs.' rys.)	7
E. F. Jacob (N. W. ry.)	10
A. Izat (B. & N. W., R. & K. and B. D. rys).	8
J. Stuart (A. B. ry.)	3

Noes—28 votes.

	Votes
J Burn Murdoch (S. M. ry.)	6
G. F. Wilson (O. & R. ry)	6
A. E. P. Graves (B. N. ry)	6
F. Dunsterville (Madras ry.)	5
W. H. Spalding (S. I. ry.)	5

Question No. 33.

Rules for the interchange of intermediate and third class privilege tickets over railways in India.

XLVI.—Proposed by Mr. Lightfoot, seconded by Lieutenant-Colonel Wilson :—

That the rules as printed at pages lxxxii and lxxxiii of the Proceedings of the Railway Conference of 1899 may apply to open line employés temporarily employed on construction, but not to additional staff specially engaged for construction purposes.

Amendment proposed by Mr. Muirhead, seconded by Mr. Wright —

That the following be added after Rule 8 of the rules for the interchange of privilege tickets :—

Privilege tickets cannot be granted to employés on construction, the police, postal, ... actually engaged on a ...on. The rules also ... pass over a foreign ...iose of the staff who ...ty.

The amendment having been lost Mr Lightfoot's original proposal was then* voted ... Great Indian Peninsula, Bombay, Baroc ... ways dissenting.

* Vide Resolution No. 65.

XLVII.—Mr. Lightfoot then further proposed and Mr. Jacob seconded :—

... the ... made in favour of open line men temporarily em... ...ction, the ... actually

This was carried* on a show of hands.

10th Meeting of Committee No. 2 held on the 27th September 1900, at 3-30 P.M.

The attendance was the same as at the last meeting.

Question No. 34.

Adoption of measures to make goods vehicles more secure than they are at present so as to prevent thefts of grain from running trains.

XLVIII.—Recorded that the model wagon lock invented by Mr. Beyts, and exhibited and explained by Mr. Dring, should be given a practical trial, and that the

Appendix K—*contd.*

thanks of the Committee be conveyed to both these gentlemen for so kindly sending the model for information and inspection of the delegates.

XLIX.—Proposed by Mr. Lightfoot and seconded by Mr. Jacob :—

That the railways, while recognizing the defects complained of, would beg to be allowed to state that the matter is constantly under enquiry and will continue to receive attention; also that all practical precautions possible have, as far as the railways are aware, been adopted. They will, however, welcome any practical suggestion which will tend to improvement, and further suggest that Government be asked to refer the question to the Committee of Locomotive and Carriage Superintendents, which, it is understood, will shortly assemble, for special report.

Amendment proposed by Lieutenant-Colonel Burn Murdoch, seconded by Lieutenant-Colonel Wilson :—

That so far as open wagons go, the Committee fear nothing further can be done. As regards covered goods wagons the Committee suggest the matter being referred to the Committee of Locomotive and Carriage and Wagon Superintendents which, it is understood, will shortly sit.

The Committee divided on the amendment :—

Ayes—30 votes.	Votes.	*Noes—31 votes.*	Votes.
J. Burn Murdoch (S. M. ry.)	6	A Muirhead (G. I. P. ry.)	8
E. H. Dwane (Nizam's ry.)	4	W. B. Wright (I. M. ry.)	5
C. J. Keene (E. C. ry.)	4	J. Lightfoot (E. B. and C. P. Cs.' rys.)	7
G. F. Wilson (O. & R. ry.)	6	A. Izat (B. & N. W., R. & K. and B. D. rys.).	8
F. Dunsterville (Madras ry.)	5		
W. H. Spalding (S. I. ry.)	5	J. Stuart (A. B. ry.)	3

[Mr. E. F. Jacob (N. W. ry.), Mr. D. ff Powell (B., B. and C. I. ry.), Mr. W. A. Dring (E. I. ry.) and Mr. A. E. P. Graves (B. N. ry.) did not vote.]

The amendment was lost.

The original proposal was then amended by the addition of the following sentence :—

"Also to appoint a special Committee of experts to consider the question, and to offer a suitable reward for the best means of preventing thefts from wagons."

This was put to the meeting and carried* on a show of hands.

* *Vide* Resolution No. 66.

Supplementary paper No. 10.

Proposed alteration in the form of passenger tickets.

L.—A suggestion was put forward by Mr. Powell towards carrying out the decision arrived at in paragraph 8 of appendix U of the Conference Proceedings of 1899. After discussing this, it was proposed by Mr. Muirhead and seconded by Mr. Wright :—

That in lieu of the coupon suggested in paragraph 8 of appendix U of Conference Proceedings of 1899, *vide* Resolution 70, a ticket, as per specimen on the margin, might be adopted.

O O O | Bombay to POONA | SECOND CLASS | Rs. 7-8-0. | Return coupon. (Not transferable. To be exchanged for a second class ticket within six months.) | Poona to Bombay. No. | O O O

This was carried† on a show of hands.

† *Vide* Resolution No. 67.

Appendix K—*contd.*

11th Meeting of Committee No 2 on 28th September 1900, at 11-30 A.M.

The attendance was the same as on 27th September except that Mr. Izat did not attend, his place as Chairman being taken by Lieutenant-Colonel Wilson.

The proceedings of meetings Nos. 9 and 10 held on the 27th September were read and confirmed.

Supplementary paper No. 2.

The issue is as follows :—

Facilities for the issue of tickets for circular tours to residents in India.

What facilities, if any, should be granted for the issue of tickets for circular tours to residents in India?

LI —Proposed by Mr. Lightfoot and seconded by Mr Dring :—

That Messrs Thomas Cook and Son be asked to draw up a list of tours they would propose for adoption, and to submit them to the Secretary of the Railway Conference for circulation to the Standing Committee, this Committee [illegible] it is clearly understood that the object of the proposal is to develop a new traffic.

Amendment proposed by Mr Wright and seconded by Mr. Graves —

That the Committee having considered the representation made by Messrs Thomas Cook and Son in their letter to the Secretary of the Conference, dated the 1st of August 1900, recommend —

(i) That they be allowed to issue from their offices at Bombay or Calcutta through first and second class circular tourists' tickets for distances of not less than one thousand miles, starting from, and returning to, the same station, to residents in India, whether single passengers or *in* parties numbering not less than three first class or four second class passengers *when* travelling over defined tours to be agreed upon by the different railways.

(ii) That for parties of not less than three first or four second class passengers half a carriage of either class be reserved and run through from the starting station to the first station at which the parties will break journey, also from that or any succeeding station at which the party may resume their journey, to another place, whenever there is not a break of gauge between the connecting railways.

(iii) That such tickets be available for six months from the date of issue.

(iv) That the single journey fare charged over the different railways be 5 per cent. less than the ordinary fare, the divisions between the different railways being according to the proportions of which Messrs Thomas Cook and Son will be advised.

(v) That Messrs Thomas Cook and Son be allowed a commission of 5 per cent. on the fares collected on each railway

(vi) That separate coupons distinct from those now used for international tourists be issued and separate accounts kept, statements of all Indian circular tourist tickets issued being submitted monthly

The amendment was lost

The original proposal was then put to the meeting and carried* on a show of hands.

* *Vide* Resolution No 63

Question No. 45—(*concld.*)

Assimilation of the leave rules in operation on the several railways in India. (*Vide* also para. XXXI.)

LII.—Proposed by Mr. Spalding and seconded by Mr. Muirhead :—

That the draft* of a uniform set of leave rules for railways as formulated by Sub-committee and approved of by Committee No. 2 be submitted to the Conference.

* *Vide* annexure No. 1.

† *Vide* Resolution No. 69.

The proposal was carried† on a show of hands.

LIII.—Proposed by Mr. Keene and seconded by Mr. Lightfoot :—

That the form‡ submitted by the Sub-committee referred to in paragraph XVI of the Proceedings of Committee No. 1 be approved of and submitted to the Conference.

‡ *Vide* annexure No. 2.

§ *Vide* Resolution No. 70.

The proposal was carried§ on a show of hands.

LIV.—Proposed by Mr. Spalding and seconded by Mr. Muirhead :—

That a vote of thanks to the Chairmen, Lieutenant-Colonel Wilson, Mr. Izat and Mr. Lightfoot, be recorded.

Carried unanimously.

LV.—Proposed by Mr. Dring and seconded by Mr. Graves :—

That a vote of thanks to the Secretaries, Messrs. Hebbert, Pope and Keene, be recorded.

Carried unanimously.

12th Meeting of Committee No. 2 on 1st October 1900, at 11 A.M.

The attendance was the same as at the last meeting except that Mr. Dwane (Nizam's ry.), Mr. Stuart (A. B. ry.) and Mr. Wrench (I. M. ry.) were not present, having left Simla.

The proceedings of the 11th meeting were read and confirmed.

C. J. KEENE,
Secretary.

G. F. WILSON, *Lieut.-Col., R.E.,*
Chairman.

1st October 1900.

The Proceedings of Committee No. 2 on Questions Nos. 8, 9, 10, 11, 15, 22, 27, 30, 31, 33, 34, 45, and Supplementary papers Nos. 2, 5, 10, 12 and 13, and also the form referred to in paragraph XVI of the proceedings of Committee No. 1, are sumbitted to the full Conference for consideration and confirmation.

G. F. WILSON, *Lieut.-Col., R.E.,*
Chairman.

1st October 1900.

Appendix K—*contd.*

Annexure I.

(*Vide* PARAGRAPH LII.)

Proceedings of the Sub-Committee nominated by Committee No. 2 to assemble to consider the assimilation of the leave rules in operation on the several railways in India.

Meetings of the 25th and 26th September 1900.

PRESENT:

MR. W. H. SPALDING, *South Indian railway, Chairman.*

MR. A. MUIRHEAD, *Great Indian Peninsula railway.*

MR. W. B. WRIGHT, *Indian Midland railway.*

MR. A. E. P. GRAVES, *Bengal-Nagpur railway.*

MR. J. STUART, *Assam-Bengal railway.*

MR D. ff. POWELL, *Bombay, Baroda and Central India railway.*

MR. F. DUNSTERVILLE, *Madras railway.*

Mr. E. H. DWANE, *Nizam's Guaranteed State railway, Secretary.*

The following officers were also present for part of the sitting:—

LIEUT.-COL. H. D. OLIVIER, R.E., *Bombay, Baroda and Central India railway.*

MR. A. IZAT, C.I.E., *Bengal and North-Western, Rohilkund and Kumaon and Bengal Dooars railways.*

MR. R. BAGNALL, *Bengal and North-Western railway.*

Question No. 45.

(1) It was decided to consider paragraph by paragraph the rules proposed by the Great Indian Peninsula railway and the modifications thereof recommended by other railways, parties to the Conference, as the basis for discussion.

(2) The following rules were formulated by the Sub-Committee for recommendation to the Conference:—

LEAVE RULES.

For Officers.

Sections I to IV.

SECTION I.—FURLOUGH.

Agent authorised to grant furlough.

1. The Agent may grant furlough to any European officer of the Company, who can be conveniently spared, according to the following scale:—

First furlough.

A first furlough for a period not exceeding—

12 months	after	7 years'	service.
14	do.	8 do.	do.
16	do	9 do.	do.
18	do.	10 or more	do.

Appendix K.—*contd.*

A second or subsequent furlough for a period not exceeding—

Subsequent furlough.

6 months after 3 years' further service, dating from the expiration of the previous furlough or sick leave.

8	do.	4	ditto	ditto	ditto.
10	do.	5	ditto	ditto	ditto.
12	do	6	ditto	ditto	ditto.
14	do.	7	ditto	ditto	ditto.
16	do.	8	ditto	ditto	ditto.
18	do.	9	or more	ditto	ditto.

Fractions of a year's service count in calculating the furlough due.

Period of service upon which furlough may be granted.

2. The period of service upon which furlough may be granted is to be exclusive of time spent on leave of absence of any kind whatever, except privilege leave and short leave under rules 11 and 43. No second or subsequent furlough shall be granted till after a further actual service of three years, commencing from the date of the expiration of the previous furlough or sick leave, and no single furlough shall be granted for a longer period than eighteen months.

Grant of furlough after return from short period of sick leave.

3. The rule requiring an officer to serve for three years after return from furlough or sick leave, before any furlough can be granted to him, does not apply to short periods of sick leave not exceeding three months, nor to cases where officers have been recalled to duty while absent on furlough, nor to cases where instalments only of leave due are granted owing to it having been found inconvenient to sanction the whole amount of furlough earned when applied for—see rules 6, 7 and 11.

Furlough pay.

4. With the proviso that no furlough pay shall exceed the rate of £1,000 per annum (irrespective of pay drawn for privilege leave under rule 8), an officer absent on furlough will be allowed half the substantive pay of his appointment, excluding all allowances except personal allowance and exchange compensation under the rules.

Furlough earned before sick leave and interval between return from sick leave and grant of furlough.

5. The service towards first or subsequent furlough is not cancelled by sick leave, but an interval of three years of service must elapse between the return of an officer from sick leave exceeding three months, and the grant of any furlough that may be due to him, when any service accrued before going on sick leave may be added to service after return from it:—thus if an officer after serving for three years after return from first furlough takes one year's sick leave and serves another three years after return from sick leave he may be allowed 12 months' second furlough.

Grant of furlough by instalment.

6. When an officer has earned either first or subsequent furlough, if from any cause it be found inconvenient to grant him the whole of the furlough earned, an instalment may be granted, leaving the balance at his credit to be taken when convenient, subject, however, to the maximum limit of 18 months prescribed in rule 2. An officer having furlough due to him and taking any period short of the full leave earned, will, if permitted to return to duty before the expiration of his leave, have the balance carried forward to his credit.

Recall from furlough.

7. When an officer absent on furlough is recalled to duty before the expiration of such leave he is entitled to take the balance of his leave, together with any leave of a similar kind subsequently earned as soon as he can be spared from duty. Time occupied in the return passage to India counts as active service and the cost of passage out of India and back to Europe will be defrayed by the Railway.

Furlough in continuation of privilege leave.

8. Furlough may be taken in continuation of privilege leave, but the total period for which privilege leave and furlough may be taken consecutively shall not be less than six months' combined leave of absence at any one time. The allowance for the period of privilege leave to be full pay and allowances, and for the remainder of the period of total leave half pay under rule 4.

SECTION II.—SICK LEAVE.

Grant of sick leave.

9. The Agent may at any time during service grant an officer leave of absence for any period not exceeding twelve months, on the production of a certificate from the Medical Officer of the administration or other medical practitioner to be approved by the Agent, declaring that he is of opinion that sick leave is necessary

Appendix K.—*contd.*

for a certain period, and that at the end of such time the officer will probably be fit to resume his duties, provided the Agent ... by any misconduct of the officer, provided ... as precluding the Board of Directors from ... who may have visited ... may appear proper, ... er period as to the Board ... England, containing ... the Medical Officer in

10 With the proviso that no sick leave pay shall exceed the rate of £ 1,000 per annum (irrespective of pay drawn for privilege leave under rule 12) an officer of the Company absent on sick certificate will be allowed half the substantive pay of his appointment excluding all allowances except personal allowance and exchange compensation allowance under the rules.

Sick leave pay

11. (*a*) No deduction of pay is to be made for short periods of absence on account of duly certified sickness not exceeding 60 days in all in each year ending 31st December.

Short periods of sick leave.

(*b*) The full pay for 60 days can be allowed only to officers actually laid up by sickness. To those requiring leave on medical certificate, but not actually laid up, full pay can be allowed for 14 consecutive days only.

(*c*) In the case of an officer who has been absent on medical certificate on two or more occasions in any calendar year, for periods exceeding in the aggregate 60 days he should receive full pay for 60 days and half pay for the remaining period

(*d*) In the case of an officer ... tificate for less than 60 days at the close ... bsence continues after the commencement o... more than 60 days, he should receive half pay for the whole period

12. When an officer ... at his ... ay for ... privi- ... being thereby cancelled, the allowance for the remainder of the total period being as per rule 10.

Sick l... leave.

13 The grant of sick leave allowances to officers who have gone to Australia or places other than England, on the extension of the leave beyond the limit of twelve months allowed under rule 9, requires the sanction of the Board.

SECTION III—PRIVILEGE LEAVE.

14. (*a*) The Agent may grant leave of absence to an extent not exceeding one month in each year without deduction of pay, *i e.*, on full pay and allowances. He may permit such one month's leave to be cumulative to the extent of three months but no longer.

Grant of privilege leave.

...

of this rule.

... between the date of return ... ge leave ... he date

... or sick leave. When an officer is entitled to privilege leave he may take such leave on full pay in conjunction with any period of furlough that may be due under rule 1, provided the period of such combined leave be not less than six months (*vide* rule 8)

Privilege leave in conjunction with furlough.

17. The right to receive pay and personal allowances for the time spent on privilege leave is contingent (except in case of death) on the return of an officer to duty upon the expiry of such leave. Pay and allowances may be drawn monthly in India during such leave as they fall due.

Payment of pay, etc, during privilege leave.

18. Application for privilege leave must be accompanied by a declaration that the applicant intends to return to duty and will not retire within a period of three months of his return

Declaration to be signed by an officer when applying for privilege leave.

Appendix K.—*contd.*

19. No acting allowance can be sanctioned to an officer acting in a higher appointment or grade in consequence of the absence of another officer on privilege leave *for the first thirty days of such acting appointment*, unless the acting officer is transferred from another station, in which case he may draw for the first thirty days *three-fourths of the acting allowance otherwise admissible.* After the first thirty days the officer acting will be entitled to allowances at the same rate as notified in rule 49.

Overstaying privilege leave.

20. Officers absent on privilege leave are accountable to the Agent for any time they may overstay such leave.

Recall from privilege leave.

21. The conditions for the grant of privilege leave imply liability to recall to duty if need arise. Officers recalled to duty from privilege leave are not entitled to travelling expenses incurred by them in order to resume duty.

SECTION IV.—SPECIAL LEAVE.

Agent authorized to grant leave on urgent private affairs.

22. The Agent may grant to any officer of the Company who has served for a period of not less than two years, if he can be conveniently spared, special leave of absence for any period not exceeding six months on urgent private affairs, but not so as to be joined on to any privilege leave or furlough and no pay or allowances shall be drawn for the period of such leave.

SECTION V.—APPLICATION OF ABOVE RULES TO OTHERS THAN OFFICERS.

23. The leave rules for officers may be made applicable to European subordinates appointed in England and also, with the approval of the Board, to those appointed in India.

SECTION VI.—LEAVE TO ALL OTHER EUROPEAN AND EURASIAN SUBORDINATES APPOINTED IN INDIA.

24. The Agent may, at his discretion, grant furlough or sick leave out of India to any European or Eurasian employé for any period not exceeding that stated in the regulations. This indulgence should be reserved for special cases of men who have been a long time in the service.

25. (*a*) Heads of departments may grant leave of absence to employés not on daily pay to an extent not exceeding thirty days in each year without deduction of pay.

(*b*) Upon special recommendation of the head of department in the case of deserving employés who are desirous of going out of India, the Agent may grant cumulative privilege leave on full pay to the extent of not more than three months, provided the monthly leave on full pay has not been availed of during the preceding three years.

(*c*) Cumulative privilege leave on full pay to the extent of not more than three months, to be spent in India, may, at the discretion of the Agent, be sanctioned in special cases, provided the monthly leave on full pay has not been availed of during the preceding three years.

26. No deduction of pay is to be made for short periods of absence on account of duly certified sickness not exceeding 60 days in all in each year ending 31st December. This leave in the case of outdoor staff only may be taken in extension of any leave on full pay that may be granted at the discretion of the Agent.

SECTION VII.—LEAVE TO "OTHER SUBORDINATES."

Definition of the term "other subordinates."

27. The expression "other subordinates" shall not embrace Americans and other non-Asiatics of pure descent who shall rank with Europeans in the leave rules; but Armenians, other non-Indian Asiatics, Goanese and West Indians of Negro descent, pure or mixed, are to be classed with non-Europeans or "other subordinates."

28. Heads of departments may grant to all subordinate employés of this class not on daily pay, leave of absence to an extent not exceeding 30 days in each year without deduction of pay, excluding gazetted holidays.

29. On production of a certificate from the Company's Medical Officer to the effect that owing to ill-health leave of absence is necessary, sick leave on half pay may be granted to the extent of thirty days for each year's service up to a maximum of 60 days' leave after two years' service.

30. The Agent may, at his discretion, grant leave on half pay, in cases of duly certified sickness, in excess of that allowed in these rules. This indulgence should be reserved for special cases of employés who have been a long time in the service.

Appendix K—*contd.*

SECTION VIII.—MENIAL STAFF.

31. *Each railway* may have its own local rules for the menial staff.

SECTION IX.—GENERAL CONDITIONS.

Commencement and termination of leave granted under the foregoing rules.

32. All leave granted under the foregoing rules shall commence from the date of an employé making over charge of his duties, and terminate on resumption of his duties.

33. When an employé makes over charge of his office before noon his leave begins on and includes the day on which he makes over charge, otherwise it begins on and includes *only the following day.*

34. An employé returning from leave begins to draw pay and allowances from the *day on which he takes over charge* of his duties, but if his leave end on a Sunday or gazet-

35. It is to be distinctly understood that neither furlough nor privilege leave can be claimed as a right, and that such leave will only be granted when it can be given without detriment to the service.

Applications for leave.

36. *All* applications for leave must be made officially to or through the head of the department to which the applicant belongs The *applicant must state in his application the dates* and other particulars of leave of every description previously obtained by him.

37. *No application for leave to be entertained unless the date of taking effect is stated.*

38. All employés visiting England on furlough or sick leave are, immediately after [illegible] *personally or in writing, at the London Office of the* [illegible] duty in India without having first obtained the

Return from sick leave to colonies.

39. Employés going to Australia or the Colonies on sick leave are on return to obtain necessary fit certificate from the Medical Officer prior to resuming duty.

Increase of pay while on leave.

40. *Absence* on *furlough or sick leave* counts as service in granting increases of pay.

Absence without leave.

41. *Absence without leave (either in India or elsewhere) will involve* loss of salary and render the absentee liable to loss of appointment.

Leave having retrospective effect.

42. No leave of absence shall have retrospective effect except in case of illness to be attested by medical certificate.

Grant of short periods of leave by heads of departments.

43 The Agent may grant to heads of departments, and heads of departments are empowered to grant *to employés of their respective* departments to whom Sections I to IV apply, and who can be conveniently spared without detriment to the Company's business, short periods of leave not exceeding a fortnight, on the understanding that no extra expense *is occasioned to the company.*

Grant of leave while under notice.

44. No leave shall be granted to any employé of the company (except sick leave) during the six months previous to the date on which, under notice given to him, his service will terminate.

Travelling expenses of employés going on leave and returning to duty.

45. Excepting in the case of those en [illegible] ...ements all [illegible] returning [illegible] employés themselves, excepting also the case of employés recalled to duty under rule 7.

Payment of furlough or sick leave pay

46. Employés absent on furlough or sick leave may draw their furlough or sick leave pay monthly as it becomes due, upon condition of their *making a declaration*, at the commencement of their leave, that it is their intention to return to duty at the expiration thereof, and engaging, in the event of their not returning, to refund the money should they be called upon to do so, unless they have complied with the conditions of rule 47.

Appendix K—*contd.*

47. An employé desirous of retiring from the Company's service at the expiration of furlough leave may do so without being required to refund his leave allowances, but notice should be given of such intention prior to the commencement of his leave in order that all matters connected with his office may be adjusted previous to his departure.

Retirement after furlough.

48. All employés who have accepted exchange compensation allowance, and those appointed subsequent to the introduction of the exchange compensation rules, whether they draw exchange compensation allowance or not, will be allowed to draw their leave and furlough allowances at the privileged rate of 1*s*. 6*d*. the rupee, when on leave in Europe or the Colonies subject to the proviso that the calculation of such allowances of those who draw an increase to their pay in lieu of exchange compensation allowance, shall be based on their pay exclusive of such allowance.

Rate of payment in Europe of leave allowances.

49. The duties of employés on leave under these regulations will be performed, whenever possible, by the existing staff in India. An employé of any grade, acting in place of another of a higher grade, who may be absent on sick leave or furlough, will be entitled to draw an allowance of one-fifth of the actual pay of the absentee. Provided that in no case can the aggregate drawn by the acting employé exceed the actual pay of the absentee. For acting allowance to an officer acting for another who is absent on privilege leave, see rule 19.

Acting allowance to employés acting for others absent on sick leave or furlough.

50. In the event of one officer acting in two or more appointments the allowance to be drawn shall be subject to special orders.

51. An employé acting in a post for which a new incumbent is being sent from England may draw acting allowance up to the date of the new incumbent taking up the duties. The payment of full pay to the new incumbent from the date of appointment does not debar the acting officer from drawing acting allowance from that date.

Acting allowance to an employé acting in a post for which a new incumbent is being sent from England.

52. An officer may be promoted to a higher grade in the same class during his absence on leave.

Promotion during absence on leave.

53. English family payments may be continued during privilege leave, but those made on account of a servant in England cease when he is in England on furlough or sick leave, but so long as he remains in India and his half pay is sufficient to meet the cost of the remittance, it may be continued.

Family payments.

54. If an officer is transferred from one railway or from Government service to another railway with the consent of the Boards and Government, all leave he may have earned on the railway from which he is transferred shall be carried to his credit with the railway to which he is transferred.

Transfer of service.

55. Each railway will make out its own forms required in connection with applications for leave and furlough.

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Appendix K—*contd.*

Annexure No. 2.

(*Vide* PARAGRAPH LIII.)

RAILWAY CONFERENCE.

Comparative tables showing the $\frac{\text{receipts}}{\text{payments}}$ of railway in respect of mileage and demurrage during the months (i.e., *first four complete weeks*) *of April 1899 and 1901, respectively, also of what would have been the effect of the new and old rules, respectively, if they had been in force during each period.*

Table I.—Work done.

Particulars.	Unit to be *adopted*.	1899. OLD SYSTEM.		1901. NEW SYSTEM.		REMARKS.
		100 miles and under.	Over 100 miles.	100 miles and under.	Over 100 miles.	
(*a*) Aggregate number of wagons passing all foreign junctions on this railway during the month.	Actual number.					
(*b*) Aggregate capacity of all the wagons included in (*a*).*	1,000 tons.					* If (*b*) cannot be ascertained, multiply (*a*) by average capacity shown in the half-yearly analysis of working of the railway concerned for the class of vehicle in doubt.
(*c*) Aggregate distance travelled (outward and homeward combined) beyond junction by all the wagons included in (*a*).	1,000 miles.					
(*d*) Aggregate number of hours all the wagons included in (*a*) were absent from (in case of earnings), or employed on (in case of payments) this railway (Reduced to days of 24 hours.)	Day of 24 hours.					

Appendix K—*contd.*

Table II.—Charges for work done.

Particulars.	Unit to be adopted.	[illegible]				1901.			
		Wagons which [illegible] outward journey.		Wagons which [illegible] outward journey.		Wagons which [illegible] outward journey.		Wagons which [illegible] outward journey.	
		Amounts under old rules.	Amounts if new rules had been in force.	Amounts under old rules.	Amounts if new rules had been in force.	Amounts under new rules.	Amounts if old rules had been in force.	Amounts under new rules.	Amounts if old rules had been in force.
(*a*) Ordinary mileage or hire	Rupees								
(*b*) Ordinary demurrage	"								
(*c*) Specially enhanced charges due to coils, penalties, etc.	"								
(*d*) Total of (*a*), (*b*) and (*c*)	"								
(*e*) Deduct from assumed earnings of 1900 under new rules the percentage of time saved in 1901, *vide* III (*b*).									
(*f*) Revised total									
(*g*) New system *plus* or *minus* in each period.	"								
(*h*) Average charge per 1,000 tons of capacity per 24 hours. II (*f*) ÷ [I (*b*) × I (*d*)].	Rupees and two points of decimals of rupees.								

Appendix K—*contd.*

Table III.—Average and aggregate results.

Particulars	Unit to be adopted.	1899. OLD SYSTEM. 100 miles and under.	1899. OLD SYSTEM. Over 100 miles.	1901. NEW SYSTEM. 100 miles and under.	1901. NEW SYSTEM. Over 100 miles.
(*a*) Average absence per wagon per 1,000 miles of distances I (*d*) — I (*c*).	Day of 24 hours.				
(*b*) Percentage of gain or loss in time under new system as brought out by (*a*) immediately preceding.	Per cent.				
(*c*) Average charge per 1,000 tons of capacity, *vide* II (*h*).	Rupees and two points of decimals of rupees.				
(*d*) Percentage of gain or loss in charges per 1,000 tons of capacity under hire system based on (*c*).	Per cent.				
(*e*) Average charge per wagon per diem as in II (*h*) substituting I (*a*) for I (*b*).	Rupees and two points of decimals of rupees.				
(*f*) Percentage of gain or loss per wagon based on (*e*).	Per cent.				

Appendix K—*concld.*

Instructions.

Classify receipts and payments for complete periods to enable tables I and II (*a*), (*b*), (*c*) and (*d*) to be filled in as regards actuals.

Then work out averages in table III and items (*e*), (*f*), (*g*) and (*h*) of table II.

Separate sets of tables to be prepared for receipts and payments, respectively.

Make up a return for 1899 under new system and for 1901 under old upon actual data of each period, enter figures in their respective columns in tables I and II and complete items (*e*), (*f*), (*g*) and (*h*) of table II.

Prepare 1899 at once as far as possible leaving 1901 only to be completed hereafter.

In case of difficulty refer to Mr. F. Dunsterville, Madras ry., who will circulate to other members of Sub-Committee, and to Standing Committee, if necessary.

Secretary, Railway Conference, will classify table III for all railways in the following manner:—

(1) Receipts 100 and under.

(2) " over 100.

(3) Payments 100 and under.

(4) " over 100.

Appendix L.

(*Vide* RESOLUTION NO. 40.)

RAILWAY CONFERENCE, 1900.

NOTE BY MR. J. LIGHTFOOT ON THE ADVISABILITY OF ESTABLISHING AN INDIAN RAILWAY CLEARING HOUSE AND ON OTHER MATTERS.

Railway Clearing House.

(1) Very little time has been available to go into this question owing to the time occupied in replying to the circular I drew up and sent to the Secretary for issue (*vide* Railway Conference letter No. 40,* dated the 12th May 1900) with a view to obtaining figures which would enable me to form an opinion upon the main contention, whether through traffic audit is much more costly than local.

*Not printed.

(2) The results arrived at by tabulation of the several replies received are contained in statement B and its appendices, and members of the Conference will be able to form their own conclusions after perusing the figures.

(3) It is my personal opinion that after allowing a very large margin on the amounts contained in item VII statement B [illegible] errors, and the possible extra cost of [illegible] with through traffic, a considerable sav[illegible] Indian railway expenditure by the introduction of Railway Clearing Houses.

(4) (*a*) This saving would, in my opinion, accrue even without any serious alteration in the present cumbrous system of weekly accounts and allocated invoices and will be largely augmented when Indian railways become sufficiently advanced to adopt a more reasonable system.

(*b*) It must also be borne in mind that the figures in statement B do not include any estimate in respect of savings on superior establishment, and that the cost of auditing local traffic has been considerably enhanced by branch line traffic being treated as local.

(5) In addition to the monetary view of the matter some railways are of opinion that there would be other great advantages both to the railways and the public owing to more prompt settlements of overcharges, etc.

(6) It is not possible in the short time at my disposal to submit full details of the revisions necessary in the mode of submitting and stating accounts, nor do I think the members of the Conference would care to be compelled to study them; it will, I think, be sufficient to state that, in my opinion, no complicated modification would be required.

(7) As regards location and management, I would, however, venture to offer the suggestions contained in the attached memorandum marked A.

(8) I have not had time to report fully upon the questions of monthly accounts or upon the sub-division of cross traffic, but may remark with regard to the former that the chief points against it are—

Monthly system of accounts.

(*a*) the requirement by Government of a weekly audited return which is, in my opinion, unnecessary as a monthly return could take its place;

(*b*) the fear of loss by fraud at stations in which respect I have found that a liberal outlay on station inspection—which is also equally necessary under a weekly system—gives ample security; many of the frauds recently discovered under the weekly system might possibly have been prevented if more attention had been paid to station inspection, both in the shape of better station inspection and more careful attention to inspection reports after receipt in the Audit office,

Appendix L—*contd.*

(c) as a mean course, I would suggest that—

(i) all railways agree to exchange monthly division sheets, and to compile accounts monthly ;

* (ii) such railways as desire to continue the weekly system could obtain their returns from stations as at present until the close of the month when the stations could submit final monthly aggregate balance sheets, including weekly totals of previous transactions and details of the new transactions which after check could be tabulated monthly into the Traffic book and other registers thereby reducing the entries from 26 per half-year to 6, which, considering the large number of stations and registers, would much reduce work in audit and permit of a much earlier completion of the registers.

Cross traffic.

With regard to cross traffic; if a clearing house is not accepted, matters may be temporarily improved by the adoption of the system suggested long ago by the Auditor of the Bombay, Baroda and Central India railway, *viz.*, that terminal railways should prepare and submit special cross traffic division sheets to each railway concerned instead of as at present submitting one division sheet to the adjoining railway and leaving that railway to pass on the transactions to each other railway in succession.

If such a system be adopted, it is probable the clearing railways which will practically become cross traffic clearing houses and deal with all invoices in which more than two railways are interested, will require to be remunerated for their additional outlay and better results would, in my opinion, be obtained by relegating the work to a Clearing House.

(9) I append a synopsis, marked C, of the various remarks made by such officers as have noted on the several matters referred to in the circular above quoted.

DATED SIMLA ;
The 10th September 1900.

J. LIGHTFOOT.

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* Similar results might be obtained if railways adopting the monthly system were to close their accounts by weekly periods instead of by calendar months and to submit division sheets for a given number of weeks corresponding with the dates adopted by railways adhering to the weekly system.

Appendix L—*contd.*

RAILWAY CONFERENCE, 1900.

A.

MEMORANDUM REFERRED TO IN PARAGRAPH (7) OF MR. LIGHTFOOT'S NOTE ON THE ADVISABILITY OF ESTABLISHING AN INDIAN RAILWAY CLEARING HOUSE.

A.—*Management*—

(i) In my opinion the Railway Clearing House should be an independent institution, and although all its main rulings affecting matters of high principle should be subject to confirmation by Government and the Directors in England, its Committee meetings should be absolutely free from direct Government control.

(ii) The Committee of the Clearing House would be the representatives of such railways as mutually agree to join and would therefore practically correspond with the existing Standing Committee of the Railway Conference.

(iii) A President might be periodically elected by the Committee from its own members for a given term.

(iv) The Committee through its Secretary should appoint its own staff to perform the duties from time to time relegated to the Clearing House under rules framed by the Committee and confirmed by Government and the Boards in England.

(v) The cost of the staff so appointed and all expenses incidental to the Railway Clearing House should be charged ratably to the various railways concerned upon some equitable basis to be embodied in rules framed by the Committee.

B.—*Location*—

(1) It is not an absolute necessity that all stations should deal with one [illegible] ould con- [illegible]

(2) All railways would, however, frequently require to deal with the central office and this should therefore be as conveniently situated as possible.

(3) It is not expedient to spend much money on buildings, rent and supervising establishment, and existing offices and staff should therefore be utilised as far as possible

(4) The offices should, as far as possible, be located at important centres corresponding with the terminal point of goods and parcels traffic and the forwarding point of passenger traffic.

(5) The most important centres are, in my opinion, in the neighbourhoods of Cawnpore or Lucknow, Calcutta, Bombay, Madras and Karachi.

(6) There are already large audit offices at Lucknow, Jhansi, Calcutta, Bombay and Madras.

(7) I would, therefore, suggest as an experimental measure that head-quarters be fixed at Lucknow or Jhansi with branches at head-quarters at Calcutta, Bombay and Madras.

Appendix L—*contd.*

(8) As an experimental measure also the sub-division of through traffic might be worked in these branches upon a somewhat similar basis to that adopted for certain statistics, *viz.* :—

(*a*) that in each railway audit office at the places above mentioned a separate foreign audit office be established and called the Clearing House Branch; the subordinate staff of which shall consist of men drawn in fair proportion from the several audit offices party to the arrangement;

(*b*) that the heads of those offices mutually arrange with other railways for the staff required, and that they be allowed a small percentage increase to their existing salaries to compensate them for any extra work devolving upon them;

(*c*) that they divide all traffic accruing either to themselves or foreign lines which may fall within their circuits;

(*d*) that until it be considered expedient to place the Clearing House Branch offices under separate officers appointed by the Clearing House, the traffic credited by any one branch to its own railway shall be re-checked by a special test audit establishment;

(*e*) that until it is clearly proved the system will be economic, the surplus foreign audit establishment left on each railway shall be entered on lists and sent to the Secretary of the Clearing House for information and thereafter that the unimportant men shall be dispensed with and those with special training employed to the best advantage on the home line. (The sum of these lists will show the ultimate saving to be effected.)

(*f*) that until it be considered expedient to finally dispense with or otherwise provide for all the surplus establishment the cost of the Clearing House shall include the special establishment employed at each branch *plus* the surplus establishment retained on each railway and that this cost together with all other incidental expenses shall be allocated to all railways in proportion to work done under rules to be approved by the Committee.

(*g*) That the charge to any one railway in respect of subordinate staff shall not be allowed to exceed existing outlay, and that in case of any such excess it shall be actually allocated over the cost of railways shewing savings.

C.—*Work to be performed*—

(1) The Clearing House would perform all the duties now referred to the Railway Conference as well as those connected with the division of through earnings.

(2) (*a*) The Secretary in addition to supervising the general arrangements at all branches and in the central office could conduct the duties now performed by the Secretary of the Railway Conference and refer such matters as are not fully covered by existing rules.

(*b*) The Clearing House should also deal with the following matters:—

(i) the division of receipts (including two-railway traffic);

(ii) settlement of through claims and overcharges and disputes connected therewith;

(iii) mileage and demurrage of rolling-stock;

(iv) tracing of lost consignments;

(v) printing and preparation of a general classification of goods and a list of through conditions;

Appendix I—*contd.*

(vi) rates and terminals for through booking;

(vii) quarterly sub-committees connected with above;

(viii) the compilation of foreign statistics and vehicle-mileage returns.

(*c*) The following matters would as at present be dealt with by Government experts after taking an opinion of the Railway Clearing House in necessary cases:—

Speed and signalling of trains.

Rules and regulations for working railways.

Telegraph rules and other important matters, not covered by paragraph (*b*).

(*d*) Even if it be considered that the time has not arrived for the full adoption of the above proposals, it might still be found economic to start in a smaller way by omitting two-railway traffic from the proposed programme and modifying paragraph (*b*) accordingly.

Appendix L—*contd.*

RAILWAY CONFERENCE, 1900.

B.

Statement showing, in comparison, the aggregate monthly cost of local and through traffic, respectively, upon all railways included in the several summaries hereto annexed as well as the approximate monthly excess cost over local of the existing system in respect of through traffic audit, preparation of statistics and other matters.

Particulars.		Local traffic.	Through traffic.
I.—Passengers—			
(*a*) Total earnings (*vide* appendix I) ...	Rs.	49,86,300	16,63,500
(*b*) Total number of tickets (*vide* appendix I)	No.	10,103,800	1,029,900
(*c*) Total number after eliminating approximately the duplicate entries in respect of through traffic ...	"		494,300
(*d*) Total cost of subordinate audit (*vide* appendix VII—Coaching cost *minus* Parcels).	Rs.	13,246	6,873
(*e*) Cost per cent. on total earnings (*a*)...	"	0·26	0·41
(*f*) Cost per 1,000 units (*b*) ...	"	1·31	6·67
(*g*) " " " after elimination as in (*c*)	"		13·90
(*h*) Monthly excess cost of through over local—			
(i) based on (*e*)	"	...	2,495
(ii) " " (*f*)	"	...	5,520
(iii) " " (*g*)	"	...	6,223
II.—Parcels, horses, carriages and dogs—			
(*a*) Total earnings (*vide* appendix II) ...	"	5,15,200	5,36,800
(*b*) Total number of waybills or tickets (*vide* appendix II).	No.	285,400	288,800
(*c*) Total number of waybills or tickets after elimination as in I (*c*) ...	"		126,700
(*d*) Total cost of subordinate audit (*vide* appendix VII).	Rs.	1,496	4,033
(*e*) Cost per cent. on total earnings (*a*) ...	"	0·29	0·75
(*f*) Cost per 1,000 units (*b*) ...	"	5·24	13·96
(*g*) " " " after elimination as in (*c*)	"		31·83
(*h*) Monthly excess cost of through over local—			
(i) based on (*e*)	"	...	2,469
(ii) " " (*f*)	"	...	2,518
(iii) " " (*g*)	"	...	3,369

Appendix L—*contd.*

Particulars.		Local traffic.	Through traffic.
III.—Goods and live-stock—			
(*a*) Total earnings (*vide* appendix IV) ...	Rs.	97,96,300	1,08,77,400
(*b*) Total number of invoices (*vide* appendix IV).	No.	316,000	317,200
(*c*) Total number of invoices after elimination as in I (*c*).	„		143,100
(*d*) Total cost of subordinate audit (*vide* appendix VII).	Rs.	9,761	13,460
(*e*) Cost per cent. on total earnings (*a*)	„	0·10	0 12
(*f*) Cost per 1,000 units (*b*) ...	„	30 89	42·43
(*g*) „ „ 1,000 „ after elimination as in (*c*).	„		94·06
(*h*) Monthly excess cost of through over local—			
(i) based on (*e*)	„	...	2,175
(ii) „ „ (*f*)	„	...	3,660
(iii) „ „ (*g*)	„	.	9,040

	Rs.
IV.—Mileage and demurrage—	
(*a*) Total present cost (*vide* appendix VII)	2,247
(*b*) Total probable excess cost of (*a*) over what would be the cost if one establishment performed the work on behalf of all railways.* ...	1,190
V.—Printing charges—	
(*a*) Total present cost (*vide* appendix VIII)	8,303
(*b*) Total probable saving if one general foreign classification and condition list were published for all railways, say at least 50 per cent. of the present cost	4,152
VI.—Statistics—	
(*a*) Total present cost of foreign statistics (*vide* appendix VII) .	7,145
(*b*) Total probable excess cost of (*a*) over what would be the cost if one establishment performed the work on behalf of all railways* ...	3,785
VII.—Summary of foregoing excesses—	
(*a*) Passengers [mean between I (*h*) (*i*) and (*iii*)]	4,359
(*b*) Parcels [„ „ II (*h*) (*i*) and (*iii*)]	2,919
(*c*) Goods and live-stock [mean between III (*h*) (*i*) and (*iii*)] .	5,608
(*d*) Mileage and demurrage [item IV (*b*)]	1,190
(*e*) Printing charges [item V (*b*)]	4,152
(*f*) Statistics [item VI (*b*)]	3,785
Aggregate total per mensem—VII (*a*) to (*f*)	22,013
	or per annum Rs. 2,64,156

* Reduced in same proportion as foreign traffic duplication

Appendix L—*contd.*

VIII.—List of other items on which savings might be anticipated—

Claims and overcharge establishments.

Junction establishments, *viz.*, duplicate mileage statements, &c.

Station staff and printing by quoting through rates on invoices instead of separate proportions.

IX.—Rough summary of excesses if two-railway traffic be eliminated—

	Rs.
Passengers	526*
Parcels	1,073*
Goods	1,648*
Statistics	954*
Mileage and demurrage, unaltered	1,190
Printing ditto	4,152
Total per mensem	9,543
	or per annum Rs. 1,14,516

* Based on the following calculation:

$$\frac{\text{Excesses under VII} \times \text{number of three-railway units increased by 50 per cent.}}{\text{Number of two-railway units } plus \text{ three-railway units increased by 50 per cent.}}$$

PASSENGERS. APPENDIX I TO STATEMENT B.

Summary of statements received from the several railways hereinafter enumerated showing the relative proportion of local to through passenger *traffic during the month of December 1899.*

Railways	Traffic treated by each railway as local.		Traffic treated by each railway as foreign.							
			Originating or terminating on each railway system.				Cross, i.e., originating and terminating outside the railway		Total foreign	
			One other railway only interested		Two or more other railways interested					
	Quantity ( )	Value in even hundreds Rs.	Quantity (1)	Value in even hundreds Rs	Quantity (1)	Value in even hundreds Rs	Quantity (1)	Value in even hundreds Rs	Quantity (1)	Value in even hundreds Rs
East Indian	1,204,6	9,46,1	207,3	4,42,0	6,5	18,3	13,9	33,1	227,7	4,93,4
Indian Midland ..	128,5	1,05,3	38,8	38,9	2,7	8,2	3,8	33,7	45,3	80,8
Great Indian Peninsula	842,9	3,20,1	37,9	1,08,5	4,8	41,9	2,6	14,5	45,3	1,64,9
Bombay, Baroda and Central India	2,010,5	8,69,8	89,5	82,6	16,0	22,2	2	3,1	105,7	1,07,9
Southern Mahratta .	243,6	1,04,8	31,9	34,3	1,0	1,7	2	8	33,1	36,8
South Indian ..	990,5	3,43,3	13,6	11,3	9,8	8,3	6	6	24,2	20,2
Bengal-Nagpur .. .	239,0	1,16,8	53,9	76,4	4,7	5,7	4,0	20,4	62,6	1,02,5
Bengal Central	122,4	44,0	4,2	2,1	2,2	3,6	1		6,5	5,7
Bengal and North Western	487,5	1,57,1	70,8	1,15,7	3,1	7,8	2	6	74,1	1,24,1
Rohilkund and Kumaon	79,2	37,5	26,5	4,6	1,0	1,5	...		27,5	6,1
Assam Bengal . ..	106,7	54,0	4,4	7,3	4,9	10,1		...	0,3	17,4
Madras ...	658,6	2,25,9	47,9	59,3	1,3	6,5	3,1	6,6	47,3	72,4
Nizam's Guaranteed State	88,4	47,4	9 7	13,0	3,0	10,2	.	5	12,7	23,7
North Western	1,318,9	8 39,3	85,3	1,09,8	6,1	16,5	4,9	5,4	96,5	1,31,7
Oudh and Rohilkhand ...	455,2	2,68,1	89,1	99,9	5,8	11,7	3,6	5,8	98,5	1,17,3
Eastern Bengal	839,6	3,10,7	74,7	1,03,2	8,1	17,2	3,9	6,7	85,9	1,27,1
East Coast	256,0	1,57,0	24,1	21,7	1,8	2,5	4	8	25,3	25,0
Calcutta Port Commissioners'.	No infor	mation fur	nished.	Accounts	audited	by the	Eastern	Bengal	railway	
Darjeeling-Himalayan .	2,7	4,2	9	4,1	5	2,4		...	1,4	6,5
Barsi Light	No infor	mation fur	nished.	Accounts	audited	by the	Great	Indian Pe	ninsula	railway.
Total ...	0,103,8	49,86,3	905,7	13,34,6	83,6	1,96,3	40,6	1,32,6	1,029,9	16,63,5

APPENDIX II TO STATEMENT B (*also continued on next page*). LUGGAGE.

Summary of statements received from the several railways hereinafter enumerated showing the relative proportion of local to through luggage *traffic during the month of December 1899.*

Railways.	Traffic treated by each railway as local.		Traffic treated by each railway as foreign.							
			Originating or terminating on each railway system.				Cross, i.e., originating and terminating outside the railway		Total foreign	
			One other railway only interested		Two or more other railways interested					
	Quantity (1).	Value in even hundreds Rs	Quantity (1).	Value in even hundreds Rs	Quantity (1)	Value in even hundreds Rs.	Quantity (1).	Value in even hundreds Rs.	Quantity (1)	Value in even hundreds Rs
East Indian .	14,7	37,7	10,7	19,7	6	2,0	8	2,1	12,1	23,8
Indian Midland .	1,5	2,8	6	3,5	1	6	4	6,9	1,1	11,0
Great Indian Peninsula	13,0	17,0	2,0	11,7	9	14,5	2	1,1	3,1	27,3
Bombay, Baroda and Central India	17,5	21,2	1,5	3,2	4	1,5		2	1,9	4,9
Southern Mahratta	3,2	2,7	1,0	2,1	2	4		1	1,2	2,6
South Indian .	3,6	3,5	5	5		1		.	5	6
Bengal-Nagpur	9	1,2	9	2,5	1	2	4	8,5	1,4	11,2
Bengal Central . .	1,5	1,6	1		1	6			2	6
Bengal and North-Western	2,3	2,4	2,0	3,2	1	1,1	.		2,1	4,3
Rohilkund and Kumaon	7	9	6	2	1	1	...	.	7	3
Assam-Bengal .	9	1,6	1	1	2	6		...	3	7
Madras	6,3	6,6	1,3	7,1	1	1,0	3	4,0	1,7	12,1
Nizam's Guaranteed State	9	1,1	3	8	2	1,9	.	1	5	2,8
North Western	10,5	23,0	1,5	−4,0	7	2,4		4	2,2	−1,2
Oudh and Rohilkhand	4,5	5,4	2,5	3,6	3	3,3	2	3	1,0	7,2
Eastern Bengal	12,9	15,7	1,7	3,2	4	9	1	1	2,2	4,2
East Coast ..	2,8	3,7	3	1,6	1	1	1	1	5	1,8
Calcutta Port Commissioners'	No infor	mation fur	nished	Accounts	audited	by the	Eastern	Bengal	railway,	
Darjeeling-Himalayan	1	2	1	4	1	1	...	..	2	5
Barsi Light ...	No infor	mation fur	nished	Accounts	audited	by the	Great	Indian Pe	ninsula	railway.
Total ...	97,8	1,48,3	27,7	59,4	4,7	31,4	2,5	23,9	34,9	1,14,7

PARCELS. APPENDIX II TO STATEMENT B—*continued.*

Summary of statements received from the several railways hereinafter enumerated showing the relative proportion of local to through parcels *traffic during the month of December 1899.*

Railways.	Traffic treated by each railway as local. Quantity (1).	Value in even hundreds Rs.	Traffic treated by each railway as foreign. Originating or terminating on each railway system. One other railway only interested. Quantity (1).	Value in even hundreds Rs.	Two or more other railways interested. Quantity (1).	Value in even hundreds Rs.	Cross, *i.e.*, originating and terminating outside the railway. Quantity (1).	Value in even hundreds Rs.	Total foreign. Quantity (1).	Value in even hundreds Rs.
East Indian	38,0	60,7	40,7	47,1	6,5	5,4	10,3	6,5	57,5	59,0
Indian Midland	1,6	2,0	6,1	5,3	2,8	3,7	5,8	15,0	14,7	24,0
Great Indian Peninsula	19,5	37,9	14,2	19,7	4,9	23,6	4,5	6,2	23,6	49,5
Bombay, Baroda and Central India.	43,1	47,5	18,3	54,5	8,5	10,0	2,0	2,1	28,8	66,9
Southern Mahratta ...	4,5	4,0	7,3	8,0	1,9	1,7	6	4	9,8	10,1
South Indian	10,1	7,9	3,9	2,6	1,7	2,0	4	1	6,0	4,7
Bengal-Nagpur	1,4	1,0	2,1	1,3	1,4	4	2,3	10,6	5,8	12,3
Bengal Central	2,1	5,3	3	1	8	4	4	3	1,5	8
Bengal and North-Western.	1,8	1,1	5,6	6,8	1,2	3,6	...	1	6,9	10,5
Rohilkund and Kumaon	8	5	1,4	5	1,3	8	...	...	2,7	1,3
Assam-Bengal	1,6	1,9	1	1	2,8	1,3	...	...	2,9	1,4
Madras	10,1	12,6	10,8	10,1	3,9	4,1	3,7	3,7	18,4	17,9
Nizam's Guaranteed State.	6	3	2,7	2,0	2,0	1,4	6	8	5,3	4,2
North Western	26,1	36,8	14,0	12,5	9,4	12,1	5	2	23,9	24,8
Oudh and Rohilkhand ...	5,7	4,1	12,0	7,8	5,6	3,7	3,2	1,3	20,8	12,8
Eastern Bengal	11,4	15,3	10,1	11,1	5,1	2,8	1,8	8	17,0	14,7
East Coast	2,2	2,2	1,5	1,2	9	7	1	2	2,5	2,1
Calcutta Port Commissioners'.	No information furnished.		Accounts audited by the Eastern Bengal railway.							
Darjeeling-Himalayan ...	1	1	1,2	1,1	3	4	...	...	1,5	1,5
Barsi Light	No information furnished.		Accounts audited by the Great Indian Peninsula railway.							
Total ...	180,7	2,41,2	1,52,3	1,91,8	61,0	78,1	36,2	48,6	249,5	3,18,5

APPENDIX II TO STATEMENT B—*concluded.* TOTAL PARCELS, HORSES, CARRIAGES AND DOGS.

Summary of statements received from the several railways hereinafter enumerated showing the relative proportion of local to through horses, carriages and dogs *traffic during the month of December 1899*

Railways.	Traffic treated by each railway as local. Quantity (1).	Value in even hundreds Rs.	Traffic treated by each railway as foreign. Originating or terminating on each railway system. One other railway only interested. Quantity (1).	Value in even hundreds Rs.	Two or more other railways interested. Quantity (1).	Value in even hundreds Rs.	Cross, *i.e.*, originating and terminating outside the railway. Quantity (1).	Value in even hundreds Rs.	Total foreign. Quantity (1).	Value in even hundreds Rs.
East Indian	8	55,2	6	20,3	1	9	1	1,9	8	23,1
Indian Midland ...	1	4	1	2,9	1	9	1	13,9	3	17,7
Great Indian Peninsula	5	4,5	1	1,3	1	3,8	1	6,0	3	11,1
Bombay, Baroda and Central India.	2	22,6	2	1,6	1	2,6	...	9	3	5,1
Southern Mahratta ...	3	2,2	1	4	...	2	...	...	1	6
South Indian	4	1,6	...	1	...	...	...	...	...	1
Bengal-Nagpur	2	8	1	3	...	2	1	1,7	2	2,2
Bengal Central ...	1	2	...	...	...	...	...	...	...	...
Bengal and North-Western	6	2,8	2	2,9	...	1,1	...	...	2	4,9
Rohilkund and Kumaon	1	2	1	1	1	1	...	...	2	2
Assam-Bengal	2	1,1	1	1	1	3	...	...	2	4
Madras	4	2,0	2	11	...	1,2	1	3	3	2,6
Nizam's Guaranteed State.	...	1	...	7	1	4,6	...	...	1	5,3
North Western	1,9	25,0	3	13,7	1	1,8	...	5	4	16,0
Oudh and Rohilkhand	6	3,4	3	11,8	1	4	1	1	5	12,3
Eastern Bengal ...	4	2,6	1	1,1	1	1,1	...	...	2	2,1
East Coast	1	1,0	1	3	1	1	1	1	3	5
Calcutta Port Commissioners'	No information furnished.		Accounts audited by the Eastern Bengal railway.							
Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...
Barsi Light	No information furnished.		Accounts audited by the Great Indian Peninsula railway							
Total, horses, &c. ...	6,9	1,25,7	2,6	58,7	1,1	19,5	7	25,1	4,4	1,03,6
Add—										
Total luggage ...	97,8	1,48,3	27,7	59,4	4,7	31,4	2,5	23,9	34,9	1,14,7
" parcels ...	180,7	2,41,2	152,3	1,91,8	61,0	78,1	36,2	48,6	249,5	3,18,5
Total parcels, horses, carriages and dogs.	285,4	5,15,2	182,6	3,09,9	66,8	1,29,0	39,4	97,9	288,8	5,36,8

(1) Number of tickets, etc., in even hundreds (one hundred being treated as one).

TOTAL COACHING. APPENDIX III TO STATEMENT B.

Summary of statements received from the several railways hereinafter enumerated showing the relative proportion of local to through total coaching *traffic during the month of December 1899.*

Railways	Traffic treated by each railway as local. Quantity (1)	Traffic treated by each railway as local. Value in even hundreds Rs	Traffic treated by each railway as foreign. Originating or terminating on each railway system. One other railway only interested. Quantity (1).	Value in even hundreds Rs.	Two or more other railways interested. Quantity (1)	Value in even hundreds Rs	Cross, i.e., originating and terminating outside the railway. Quantity (1)	Value in even hundreds Rs	Total foreign. Quantity (1)	Value in even hundreds Rs
[E]ast Indian ...	1,258,1	10,99,7	259,3	5,19,1	13,7	26,6	25,1	43,6	298,1	5,99,3
[Indian] Midland ...	131,7	1,10,5	45,6	50,6	5,7	13,4	10,1	69,5	61,4	1,33,5
[Great] Indian Peninsula	875,9	3,79,5	54,2	1,41,2	10,7	83,8	7,4	27,8	72,3	2,52,8
[Bomb]ay, Baroda and [Cen]tral India	2,071,3	9,61,1	109,5	1,41,9	25,0	36,3	2,2	6,6	136,7	1,84,8
[South]ern Mahratta	251,6	1,13,7	40,3	44,8	3,1	4,0	8	1,3	44,2	50,1
[South] Indian	1,004,6	3,56,3	18,2	14,5	11,5	10,4	1,0	7	30,7	25,6
[Beng]al-Nagpur ...	241,5	1,30,8	57,0	80,5	6,4	6,5	6,8	41,2	70,0	1,28,2
[Beng]al Central	126,1	51,1	4,6	2,2	3,1	4,6	5	3	8,2	7,1
[Ben]gal and North-West[ern]	492,2	1,58,4	78,6	1,28,6	4,4	13,6	2	7	83,2	1,42,9
[Roh]ilkund and Kumaon	80,8	34,1	28,6	5,4	2,5	2,5	.	.	31,1	7,9
[Ass]am-Bengal ..	109,4	58,6	4,7	7,6	8,0	12,3	...	.	12,7	19,9
[Ma]dras ...	675,4	2,47,1	55,2	77,6	5,3	12,8	7,2	14,6	67,7	1,05,0
[Niz]am's Guaranteed [S]tate	89,9	48,9	12,7	16,5	5,3	18,1	6	1,4	18,6	36,0
[Nor]th Western ...	1,357,4	9,23,1	101,1	1,32,0	16,5	32,8	5,4	6,5	123,0	1,71,3
[Ou]dh and Rohilkhand ...	466,0	2,81,0	103,9	1,23,0	11,8	19,1	7,1	7,5	122,8	1,49,6
[Eas]tern Bengal ...	863,1	3,74,3	86,6	1,18,6	13,8	22,2	4,9	7,6	105,3	1,48,4
[Eas]t Coast	291,1	1,59,8	26,0	24,8	2,9	3,4	7	1,2	29,6	29,4
[Ca]lcutta Port Commissioners'	No information furnished		Accounts	audited by the Eastern Bengal railway						
[Da]rjeeling-Himalayan ..	2,9	4,5	2,2	5,5	9	2,9		.	3,1	8,5
[Bar]si Light ...	No information furnished		Accounts	audited by the Great Indian Peninsula railway.						
Total ...	10,389,2	55,01,5	1,088,3	16,44,5	150,4	3,25,3	80,0	2,30,5	1,318,7	22,00,3

APPENDIX IV TO STATEMENT B. GOODS.

Summary of statements received from the several railways hereinafter enumerated showing the relative proportion of local to through goods and live-stock *traffic during the month of December 1899.*

Railways.	Traffic treated by each railway as local. Quantity (1)	Traffic treated by each railway as local. Value in even hundreds Rs.	Traffic treated by each railway as foreign. Originating or terminating on each railway system. One other railway only interested. Quantity (1)	Value in even hundreds Rs.	Two or more other railways interested. Quantity (1)	Value in even hundreds Rs	Cross, i.e., originating and terminating outside the railway. Quantity (1)	Value in even hundreds Rs	Total foreign. Quantity (1)	Value in even hundreds Rs.
East Indian ..	50,8	26,28,2	51,5	20,85,3	7,9	2,54,1	12,5	2,15,9	71,9	25,55,2
Indian Midland	6,9	1,11,5	11,1	5,24,0	1,7	45,5	4,5	2,36,1	17,3	8,05,6
Great Indian Peninsula	22,2	10,57,2	16,4	8,22,5	5,8	3,34,2	2,7	81,0	24,9	12,37,7
Bombay, Baroda and Central India	59,7	20,06,8	20,4	14,78,4	9,6	6,61,2	1,5	19,2	31,5	21,58,8
Southern Mahratta ..	14,8	2,33,4	11,1	2,07,8	3,0	1,29,8	7	4,1	15,0	3,41,7
South Indian .	25,6	2,76,7	6,4	50,0	1,0	7,5	4	3,[illegible]	7,8	60,7
Bengal-Nagpur	6,4	2,29,8	10,1	5,15,8	1,8	77,1	2,5	2,68,5	14,4	8,61,4
Bengal Central	1,2	7,2	4	4,7	5	4,7	2	5,3	1,1	14,7
Bengal and North-Western	8,4	2,14,5	9,8	6,28,6	1,2	83,5			11,0	7,12,1
Rohilkund and Kumaon	2,8	25,1	2,5	12,7	3,6	42,8	..		6,1	55,5
Assam Bengal ...	3,3	30,9	1,3	10,3	1,4	7,6	...	..	2,7	17,9
Madras	15,0	3,11,9	13,4	2,47,4	1,8	24,4	2,9	19,2	18,1	2,86,0
Nizam's Guaranteed State	2,2	55,8	3,7	2,21,9	2,5	94,5	6	34,5	6,8	3,50,9
North Western	58,5	15,80,0	14,9	2,59,7	6,2	70,8	1,4	25,5	22,5	3,56,0
Oudh and Rohilkhand .	14,4	1,45,1	32,0	4,82,5	5,7	95,0	3,6	40,5	41,3	6,18,0
Eastern Bengal .	18,1	8,04,1	12,8	2,33,2	2,6	31,2	7	14,5	16,3	2,78,9
East Coast	5,3	64,9	4,8	91,3	1,0	11,7	1,2	32,1	7,0	1,35,1
Calcutta Port Commissioners'	No information furnished			Accounts audited by the Eastern Bengal railway						
Darjeeling-Himalayan...	4	7,2	1,2	23,9	3	7,3	..	.	1,5	31,2
Barsi Light	No information furnished.			Accounts audited by the Great Indian Peninsula railway.						
Total ...	316,0	97,96,3	224,0	78,95,0	57,8	19,82,9	35,4	9,99,5	317,2	1,08,77,4

MILEAGE RECEIPTS.

APPENDIX V TO STATEMENT B.

Summary of statements received from the several railways hereinafter enumerated showing the mileage and demurrage receipts *during the month of December 1899.*

RAILWAYS.	ONE OTHER RAILWAY ONLY INTERESTED.	TWO OR MORE OTHER RAILWAYS INTERESTED.	TOTAL.
	Value in even hundreds Rs.	Value in even hundreds Rs.	Value in even hundreds Rs.
East Indian	1,24,2	...	1,24,2
Indian Midland	37,5	19,2	56,7
Great Indian Peninsula	23,8	9,5	33,3
Bombay, Baroda and Central India	16,3	1,6	17,9
Southern Mahratta	1	...	1
South Indian	5	...	5
Bengal-Nagpur	72,5	4,4	76,9
Bengal Central	5	...	5
Bengal and North-Western	26,7	...	26,7
Rohilkund and Kumaon	1	5,5	5,6
Assam-Bengal	...	...	...
Madras	8,8	...	8,8
Nizam's Guaranteed State	15,6	...	15,6
North Western	24,0	7,0	31,0
Oudh and Rohilkhand	45,5	...	45,5
Eastern Bengal	4,2	1,8	6,0
East Coast	10,4	8,6	19,0
Calcutta Port Commissioners'	No information furnished. Accounts audited by the Eastern Bengal railway.		
Darjeeling-Himalayan	...	...	...
Barsi Light	No information furnished. Accounts audited by the Great Indian Peninsula railway.		
TOTAL ...	4,10,7	57,6	4,68,3

MILEAGE PAYMENTS.

APPENDIX VI TO STATEMENT B.

Summary of statements received from the several railways hereinafter enumerated showing the mileage and demurrage payments *during the month of December 1899.*

RAILWAYS.	ONE OTHER RAILWAY ONLY INTERESTED.	TWO OR MORE OTHER RAILWAYS INTERESTED.	TOTAL.
	Value in even hundreds Rs.	Value in even hundreds Rs.	Value in even hundreds Rs.
East Indian	98,1	...	98,1
Indian Midland	19,8	26,7	46,5
Great Indian Peninsula	50,9	18,2	69,1
Bombay, Baroda and Central India	35,9	4,8	40,7
Southern Mahratta	4	...	4
South Indian	...	...	...
Bengal-Nagpur	36,0	43,4	79,4
Bengal Central	5	...	5
Bengal and North-Western	6,9	...	6,9
Rohilkund and Kumaon	1	3	4
Assam-Bengal	...	...	...
Madras	7,8	...	7,8
Nizam's Guaranteed State	24,2	...	24,2
North Western	12,4	1,6	14,0
Oudh and Rohilkhand	17,7	...	17,7
Eastern Bengal	5,9	3,3	9,2
East Coast	6,9	3,4	10,3
Calcutta Port Commissioners'.	No information furnished. Accounts audited by the Eastern Bengal railway.		
Darjeeling-Himalayan	...	...	...
Barsi Light	No information furnished. Accounts audited by the Great Indian Peninsula railway.		
TOTAL ...	3,23,5	1,01,7	4,25,2

Appendix L—*contd.*

APPENDIX VII TO STATEMENT B.

...AL ...PENSES.

...—Summary of statements received from the several railways hereinafter enumerated ...howing the sub-division of audit office expenses *during December 1899.*

Railways.	(a) Special supervision employed in traffic audit branch other than that definitely allotted to particular sections.	(b) Special establishment employed in particular sections of traffic audit: (i) Supervision, including accountants and clerks in charge of sections	(ii) Clerical	(iii) Menial	(iv) Total.	(c) Total of (a) & (b)	(d) Traffic audit proportion of supervision common to traffic and general audit	(e) Total cost of traffic audit.
	Rs	Rs	Rs	Rs	Rs	Rs	Rs	Rs
...ndian	2,658	1,582	10,356	190	12,128	14,786	1,058	15,844
... Midland	800	1,364	2,951	103	4,418	5,218	600	5,818
... Indian Peninsula ..	2,147	1,945	7,524	81	9,550	11,692	1,029	12,721
...ay, Baroda and Central ...a		3,860	9,195	254	13,309	13,309	..	13,309
...ern Mahratta .. .		790	3,030	21	3,841	3,841	746	4,587
... Indian	850	295	2,350	54	2,699	3,549	578	4,127
...al Nagpur	1,000	490	2,175	79	2,744	3,744	...	3,744
...l Central ..	200	121	774	31	926	1,126	—100	1,026
...al and North-Western ..	1,322	1,575	4,971	132	6,678	8,000	425	8,425
...lkund and Kumaon		331	549	11	898	898	410	1,308
...m-Bengal ...		530	1,026	28	1,584	1,584	611	2,195
...ras	1,150	250	3,140	71	3,461	4,611	712	5,323
...am's Guaranteed State ...	596	355	1,094	45	1,524	2,120	388	2,508
...th Western	2,169	5,854	7,405	209	13,468	15,637	714	16,351
...h and Rohilkhand	900	1,775	3,670	79	5,524	6,424	550	6,974
...tern Bengal	800	2,061	4,927	70	7,058	7,858	764	8,622
...t Coast	345	352	2,454	50	2,856	3,201	399	3,819
...cutta Port Commissioners'	No information furnished.	Accounts audited by the Eastern Bengal railway						
...jeeling-Himalayan . .	100	100	611	27	738	838	50	888
...si Light	No information furnished.	Accounts audited by the Great Indian Peninsula railway						
Total ...	[illegible]	[illegible]	[illegible]	1,535	91,434	[illegible]	8,923	[illegible]

APPENDIX VII TO STATEMENT B—*continued*. ALLOCATION OF AUDIT EXPENSES.

II—Distribution of item (b) in statement I over various classes of work performed.

Railways	(a) Coaching. Local	(a) Coaching. Foreign	(b) Goods. Local	(b) Goods. Foreign	(c) Statistics. Local.	(c) Statistics. Foreign.	(d) Mileage and demurrage	(e) Other work capable of division between local and foreign.	(f) Inspection, registration of traffic earnings, bill collection and other work not capable of sub-division between local and foreign.	(g) Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs	Rs.
East Indian	1,580	2,089	1,055	2,126	1,685	1,050	535	...	2,008	12,128
Indian Midland .	379	671	304	543	300	450	170	...	1,601	4,418
Great Indian Peninsula	1,686	1,011	637	1,639	938	780	341	...	2,518	9,550
Bombay, Baroda and Central India	3,759	1,034	2,960	1,765	2,019	809	190	...	774	13,309
Southern Mahratta ..	538	354	498	855	524	524	47	..	498	3,841
South Indian .. .	419	306	305	399	360	115	19	.	770	2,699
Bengal-Nagpur ..	235	270	200	450	238	162	125	.	1,044	2,744
Bengal Central .	186	79	103	114	72	76	35	...	261	926
Bengal and North Western	748	613	352	696	583	347	67	213	3,073	6,678
Rohilkund and Kumaon	69	109	72	160	31	47	15	...	395	898
Assam-Bengal ..	318	251	267	197	267	142	.		142	1,584
Madras	518	542	342	608	320	429	77		605	3,461
Nizam's Guaranteed State	151	261	128	250	116	136	109		373	1,524
North Western	2,113	1,207	1,110	943	1,735	776	127		5,455	13,468
Oudh and Rohilkhand	568	851	391	961	385	594	93	.	1,679	5,524
Eastern Bengal ..	932	791	628	1,201	832	267	117	...	2,294	7,058
East Coast	493	384	339	473	394	397	170	..	241	2,856
Calcutta Port Commissioners'	No information furnished.	Accounts audited by the Eastern Bengal railway.								
Darjeeling-Himalayan	30	75	40	75	50	50	10	133	275	738
Barsi Light ..	No information furnished.	Accounts audited by the Great Indian Peninsula railway								
Total	14,742	10,906	9,761	13,460	10,861	7,145	2,247	346	23,666	93,434

COST OF PARCELS AUDIT.

APPENDIX VII TO STATEMENT B—*concluded.*

—*Summary of statements received from the several railways hereinafter enumerated showing the separate* cost of auditing local and through parcels *respectively during December 1899 which is charged to coaching in statement II.*

Railways.	(a) Checking local way-bills and abstracts.	(b) Checking foreign way-bills	(c) Preparation of [illegible] sheets.	(d) Other items, local.	(e) Other items, foreign.	(f) Total
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	111	171	55	14	21	[illegible]
Indian Midland	[illegible]	42	35	...	[illegible]	112
Great Indian Peninsula	170	[illegible]	[illegible]	45	[illegible]	[illegible]
Bombay, Baroda and Central India ...	[illegible]	45	116	115	[illegible]	[illegible]
Southern Mahratta	15	31	45	8	37	[illegible]
South Indian	71	[illegible]	33	12	[illegible]	[illegible]
Bengal Nagpur	15	65	25	...	45	[illegible]
Bengal Central	[illegible]	15	15	...	...	[illegible]
Bengal and North-Western	47	[illegible]	47	...	[illegible]	[illegible]
Rohilkund and Kumaon	10	[illegible]	[illegible]	...	...	[illegible]
Assam-Bengal	[illegible]	35	25	...	15	[illegible]
Madras	15	128	105	...	...	[illegible]
Nizam's Guaranteed State	17	25	[illegible]	6	[illegible]	[illegible]
North Western	165	[illegible]	112	34	[illegible]	[illegible]
Oudh and Rohilkhand	21	136	55	31	[illegible]	[illegible]
Eastern Bengal	[illegible]	66	[illegible]	...	[illegible]	[illegible]
East Coast	22	53	31	[illegible]	54	[illegible]
Calcutta Port Commissioners'	No information furnished.		Accounts audited by the Eastern Bengal railway.			
Darjeeling-Himalayan	10	20	15	10	25	[illegible]
Barsi Light	No information furnished.		Accounts audited by the Great Indian Peninsula railway.			
Total ...	1,663	1,541	535	433	[illegible]	[illegible]

PRINTING CHARGES.

APPENDIX VIII TO STATEMENT B.

IV.—Summary of statements received from the several railways hereinafter enumerated showing the average monthly cost of printing time-tables, through rates, etc., *during 1899.*

Railways.	I. Total cost. (a) Cost of printing.	(b) [illegible]	(c) [illegible]	(d) Total.	II. Allocation of cost. (a) [illegible]	(b) [illegible]	(c) [illegible]	(d) [illegible]	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Indian Midland ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Great Indian Peninsula ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bombay, Baroda and Central India	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Southern Mahratta ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
South Indian ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bengal Nagpur ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bengal Central ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Bengal and North-Western ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Rohilkund and Kumaon ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Assam-Bengal ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Madras ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Nizam's Guaranteed State ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
North Western ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Oudh and Rohilkhand ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Eastern Bengal ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
East Coast ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Calcutta Port Commissioners' ...	No information furnished.		Accounts audited by the Eastern Bengal railway.						
Darjeeling-Himalayan ...	4	10	3	15	5	1	1	6	15
Barsi Light ...	No information furnished.		Accounts audited by the Great Indian Peninsula railway.						
Total ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Appendix L—*contd.*

C.

Synopsis of the various remarks made by railways upon the points referred in Railway Conference letter No 40, dated 12th May 1900.*

*Not printed.

East Coast railway —No remarks

North Western railway.—

(*a*) points out—

(1) printing will be incurred whether Railway Clearing House or not;

(2) advantages will be lost if not compulsory,

(*b*) considers parcels system cumbersome and entirely out of proportion to its value.

Indian Midland railway, Traffic Superintendent —

(*a*) thinks Railway Clearing House question should be favourably considered as it would give—

(1) a more satisfactory settlement of mileage and demurrage accounts;

(2) one staff at junctions instead of present duplicate arrangement;

(*b*) considers—

(1) it should deal with all interchanged traffic;

(2) that two houses would be required: one for north, one for south;

(*c*) does not favour monthly accounts

Indian Midland railway Auditor—

(*a*) says all depends on adoption or not of monthly system which he is rather afraid of but would try,

(*b*) thinks if no Railway Clearing House is formed he would take Mr. O'Connell's cross system.

Agent, Madras railway —Considers—

(*a*) public would benefit by speedy refunds;

(*b*) there would be economy in establishment both in audit and at stations by monthly system and invoicing at through rates instead of crowding invoices with calculations;

(*c*) there would be greater promptitude in clearing accounts; also

(*d*) an impartial application of rules, and

(*e*) an equitable settlement of disputed claims.

Auditor, South Indian railway—

(*a*) admits foreign traffic should with Railway Clearing House cost little more to audit than local traffic;

(*b*) points out that two-line traffic passes through Railway Clearing House in England, that although certain two-line traffic is not checked the balance is declared by Railway Clearing House, also that private two-line settlements are frequently disputed and referred to Railway Clearing House.

(*c*) anticipates great saving on quotation of one through rate on invoices and monthly division by pairs of stations, but this would require uniform classification which with or without Railway Clearing House would effect considerable saving;

(*d*) admits great simplification is possible in parcels division;

(*e*) does not think one Railway Clearing House enough, but favours offices at convenient centres;

(*f*) states that monthly accounts are successful on South Indian railway although hampered by weekly audited system which he considers unnecessary.

Appendix L—*contd.*

Auditor, Great Indian Peninsula railway—

(*a*) says necessity for Railway Clearing House not demonstrated and doubts if better results would be obtained thereby;

(*b*) repeats his letter of 1897, in which he deprecates monthly accounts without a full considered vote of Conference, also encloses letter of 1893 from Traffic Superintendent objecting owing to liability to fraud.

(*c*) Also repeats his 1891 acceptance of Mr. O'Connell's proposal *viz.*:—

"Receiving railways to clear direct with each line concerned."

Traffic Superintendent, Great Indian Peninsula railway, is of opinion distances too great, but will await report.

Barsi Light railway—Accounts cleared by the Great Indian Peninsula railway.

Southern Mahratta railway—

(*a*) *Railway Clearing House*—Strongly advocates its establishment on same basis as in England. Unless this is done much of its usefulness will be lost.

Points out that it has never been clearly brought before the Conference that in England Railway Clearing House besides attending to division of receipts deals with the following:—

(1) claims and disputes;

(2) mileage and demurrage;

(3) tracing of lost luggage.

In addition to above, quarterly conferences of general and goods Managers and passenger Superintendents consider, among others, the following:—

(i) classification of goods;

(ii) rates, terminal;

(iii) speed and signalling of trains;

(iv) rules and regulations for the working of railways;

(v) telegraph system; and

(vi) all important questions bearing on the management of railway.

(*b*) *Monthly system.*—In favour of this. It is of great importance from the standpoint of convenience and economy.

(*c*) *Cross traffic.*—This is comparatively small on this railway for stations furnish no returns for coaching. As *re* goods all items not appearing in division sheets of foreign railways concerned are taken up by audit.

Auditor, Nizam's Guaranteed State railway—

Furnishes statements shewing that cost of auditing foreign traffic is cheaper per cent. owing to higher value of consignments, but when calculated per unit is six times as expensive as local.

Thinks two-railway traffic, which is 60 per cent. of whole through traffic on his railway, should be dealt with by Railway Clearing House as well as 3-line and cross traffic.

In conclusion makes remarks to following effect, *viz.*:—

Considerable saving could be effected, and this would be further increased by a monthly system of account.

Three-line traffic would be settled earlier.

It is essential staff should be impartial and the cost thereof moderate.

Thinks it would be interesting to know how to raise funds for buildings and what would be probable cost of establishment; also how the Railway Clearing House would be managed, what it would deal with, what would be the powers of its delegates and how often Committees would meet.

Appendix I—contd.

Calcutta Port Commissioners' railway.—Accounts audited by the Eastern Bengal State railway. The Commissioners are not prepared to pay more than Rs. 2,000 a year which they now pay, and are not therefore in favour of the establishment of a Clearing House. They also prefer weekly to a monthly return. Are not interested in cross traffic.

Traffic Manager, Assam-Bengal railway, remarks that under the present system, the audit have two men to check one man's work. This can be remedied by placing Travelling Inspectors of Accounts in charge of groups of stations and have the bulk of the checking done in this way.

Chief Auditor, Assam-Bengal railway, says that a very small portion of this railway traffic passes beyond Naihati Very little advantage will therefore be gained by having through traffic adjusted through a Clearing House. The bulk of through traffic is cleared with steamer companies and the Eastern Bengal State railway, and if the steamer companies would accept figures furnished by the two railways, some saving would be effected. As regards parcels traffic, observes if each railway with whom traffic is exchanged agrees to an average mileage rate, the accounting would be much simplified.

Officiating Manager, Oudh and Rohilkhand railway—

(*a*) *Railway Clearing House*—Has no special knowledge as regards detail working. Theoretically sees no reason why it should not prove a success. Is of opinion two-line accounts are expeditiously and satisfactorily settled under the existing system, but a Clearing House would expedite settlement of accounts in which three or more lines are concerned. Considers that there should be two Clearing Houses—one at Cawnpore and the other at Madras or Bangalore.

(*b*) *Monthly system of accounts.*—Favours it, but considers it a *sine quâ non* for its real success that all railways should adopt it.

(*c*) *Cross traffic.*—In the absence of a Railway Clearing House the present system although involving delay is most satisfactory. But for each originating or terminating line to account direct with railways concerned would increase the work of railways preparing division sheets by 10 to 15 per cent.

Officiating Agent, East Indian railway.—The bulk of traffic being either local or two-line, is opposed to the establishment of a Railway Clearing House on the ground that it would involve increased expenditure As regards monthly system of accounts, refers to the views expressed last year in which it was urged that it would facilitate fraud and would necessitate the appointment of a highly paid expert and increased travelling staff, the higher cost of which would probably absorb the savings effected. Is also opposed to a change in the present system of adjusting cross traffic as it would not reduce work.

Bengal Central railway.—No remarks.

Bengal-Nagpur railway—Is not in favour of a Railway Clearing House as not much of this railway's traffic can be economically dealt with by it. Is doubtful whether the monthly system, although its adoption might result in reduction of work, would be as efficient as the weekly system and admit of any marked saving in the cost of establishment at stations and in audit offices. As regards the audit of cross traffic, is of opinion that no change can be made until Clearing Houses are established.

Appendix L—*concld.*

Traffic Superintendent, Rohilkund and Kumaon railway—

(*a*) Says that it is useless to move in the matter of establishing a Railway Clearing House unless the large Indian railways adopt the proposal.

(*b*) Is in favour of the adoption of the monthly system which would considerably reduce the work at stations.

(*c*) Says there is no cross traffic on the railway except that over the Daliganj-Aishbagh line which is worked under a special arrangement.

Auditor, Rohilkund and Kumaon railway—

Is of opinion that economy would be effected by having the foreign traffic dealt with at a Railway Clearing House. Favours the proposed substitution of the monthly for the weekly system of station accounts. The former would reduce work and would be quite as effective as the latter. There is no cross traffic except as stated in (*c*) above.

Examiner of Accounts, Eastern Bengal State railway—

Refers to his notes on the Railway Clearing House and Monthly system of station accounts which were circulated last year. In the former he expressed the opinion that a Railway Clearing House would effect a great saving in the time, labour and money. In the latter he objected to the introduction of a monthly system on the ground that no substantial saving could be effected unless the system were adopted in its entirety by all lines, as the increased cost of out-door audit which would be necessary to guard against fraud, would swallow up any savings that might accrue from its partial adoption. As regards the audit of cross traffic, says that only the establishment of a Clearing House would offer an adequate remedy in the present unsatisfactory nature of this audit.

Bengal and North-Western railway.—No remarks.

Bombay, Baroda and Central India railway.—No remarks.

Appendix M.

(*Vide* Resolution No. 68.)

Dated 1st August 1900.

From—Messrs. Thomas Cook & Son,

To—The Secretary, Railway Conference.

We beg to call your attention to the negotiations which have been carried on between ourselves and the various Indian Railway Companies during the past few months, which were initiated by us for the purpose of obtaining facilities for issuing tickets for circular tours to residents of India, from which under our existing arrangements we are precluded. What we require is that we should be allowed to issue to residents 1st and 2nd class tickets over all the Indian railways for circular tours in India, the tickets to be available from any station, that we should either issue the present coupons in use for international tourists stamping the same with a definitive mark and account for them separately, or we would arrange a separate series of coupons distinct from the others, which we think, although the most expensive to us, would be the simplest plan and less likely to lead to errors or misunderstanding The period of validity to be six months from the date of departure. A reduction of 5 per cent. upon the ordinary fares to be allowed to passengers and a further 5 per cent to be allowed to us as our commission to cover advertising and other expenses. No combination of coupons to be issued for a less distance than 1,000 miles.

We have received in some cases entirely favourable replies to our negotiations and others not entirely favourable. It has therefore been suggested that the matter would be ripe for discussion at the Simla Conference, and we shall be glad if you can see your way to place it on the agenda, and our Bombay representative, Mr. T. W Lasham, on being invited, will attend the Conference to give what further explanation may be necessary to enable the scheme to go through.

We are satisfied that it would be an experiment well worth the Companies agreeing to, especially as the expenses of the same are to be borne by us, we simply looking to the commission allowance for our remuneration.

No. 177-24, dated 23rd August 1900.

From—Messrs Thomas Cook & Son,

To—The Secretary, Railway Conference.

Confirming our letter* of yesterday, we enclose herewith an enquiry* received this morning from Lieutenant-Colonel H. R. Whitehead with reference to a circular tour in India, Burma and Ceylon, starting and finishing at Rawal Pindi. We also send you several similar enquiries from other residents wishing to tour in India, and would specially draw your attention to the letters* from Mr. Sharling and Miss Geddes.

* Not printed.

... only issued to International ... we think the general result ... a sea trip in consequence, as we find by experience that passengers ... w, and if possible settle, the cost of their trip before starting.

We would mention that it is only in India that a similar restriction has been applied to our business, and have no hesitation in saying that the traffic lost to the Railway Companies in the past owing to these restrictions has been very large. We feel certain that if the Companies agree to our proposals, the result will be very satisfactory to them, as we have properly trained assistants at our offices in Bombay, Calcutta, Rangoon and Colombo whose special business is to develop ... mention that we publish 5,500 copies of our Oriental ... India, and ... ours, rates, ... where are ...

Appendix M—*concld.*

satisfied with the assistance we render them in this respect is the fact that wherever Railway Companies have granted us additional facilities, they have been so satisfied with the result that they without hesitation go on extending the facilities as we require them. In every country in Europe, the United States of America, throughout the United Kingdom and the Australasian Colonies we are allowed to book passengers without restrictions, and India is the only country where we are not allowed to issue tickets to residents.

To make up the circular tours we have in view, it would be necessary that the journey between any two Indian ports, including Burma and Ceylon, should be calculated as forming part of the circular tour, on the condition that the steamship coupons for such journeys must be issued by us conjointly with the railway coupons. We shall be obliged if you will kindly put these details before the Conference of the Railway delegates when the subject is placed before them for discussion.

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